

# ANNOUNCEMENT

We handle a good line of builders and shelf hardware in connection with our yard at Long Siding. Exceptional values in blue and white enamel ware.

## RUM RIVER LUMBER CO.

JNO. BRUFLODT, Mgr., Long Siding, Minn

# AUCTION

On account of having sold my farm, I will offer at public sale on my farm on section 28, 2 1/2 miles west of Dalbo; 1 1/2 miles northeast of Carmody store, on

## Wednesday, March 17

Sale to Begin at 1 P. M. Sharp

### The Following Personal Property:

- |   |   |
|---|---|
| 1 cow, will be fresh April 1, age 11 years            | ly new                                  |
| 2 cows, now milking, age 3 years 7 years              | 1 Deering hay rake, 10 ft. wide         |
| 1 cow, will be fresh April 1, age 1 bull, age 2 years | 1 light lumber wagon                    |
| 1 heifer, will be fresh early in summer               | 1 one-seated buggy, with pole and shaft |
| 2 spring calves                                       | 1 set of bob sleds                      |
| 1 gelding horse, age 8 years                          | 1 Ford touring car                      |
| 1 gelding horse, age 3 years                          | About 15 tons of Timothy hay            |
| 1 set of heavy double harness                         | 1 stack of wild hay                     |
| 1 set medium weight harness                           | Some corn and oats                      |
| 1 set driving harness                                 | 1 range                                 |
| 1 single harness                                      | 1 sideboard                             |
| 1 walking plow  | 1 heater                                |
| 1 harrow  | 1 750-lb. Galloway cream separator      |
| About 3500 ft. mixed lumber                           | One-half dozen chairs                   |
| About 1500 ft. lap siding                             | 1 dining table                          |
| 1 Minnesota, 5 ft. cut mower, near-                   | 1 center table                          |
|   | Other household goods                   |
|   | Other articles too numerous to mention. |

### USUAL TERMS OF SALE

## WM. T. FRANCIS, Owner

W. A. DUNBAR, Auctioneer ELMER V. ERICKSON, Clerk

# Auction Sale

An auction sale will be held on the Aug. Johnson farm, known as the Charles King place, in section 31, town of Wyant, 4 1/2 miles south-east of Princeton, near King school house, district 46, Isanti county

## Friday, March 12

Sale to Begin at 1 P. M. Sharp

### The Following Property Will be Sold:

- |   |   |
|---|---|
| <b>CATTLE</b>   | 1 disc harrow with truck                        |
| 2 cows fresh in February  | 1 spring harrow                                 |
| 3 to be fresh in April  | 1 two-horse weeder                              |
| 1 to be fresh in June   | 1 Hoover potato digger                          |
| 1 heifer, 17 months old   | 1 Splitstoesser barrel sprayer                  |
| 3 heifers, 8 to 10 months old   | 1 Clover Leaf manure spreader                   |
| 3 bull calves, 8 to 10 months old   | 1 two-section harrow                            |
| 2 calves, one heifer and one bull, six weeks old                          | 1 hay tedder                                    |
| <b>HORSES</b>   | 1 potato marker                                 |
| 1 black mare sound in every way, 9 yrs. old, wt. 1460 lbs.                | 1 potato sorter with screens                    |
| 1 pair of gray mares, wt. about 2800, 8 and 10 yrs. old, a good farm team | 1 fanning mill                                  |
| 1 old mare, wt. 1350 lbs.   | 1 800-lb. scale                                 |
| 1 sorrel colt, coming 2 yrs. in May                                       | 1 140-egg incubator                             |
| Some Plymouth Rock chickens   | 1 grindstone                                    |
| 1 set of good work harness  | 1 feed cutter                                   |
| 1 set of work harness   | 1 De Laval cream separator, No. 15, good as new |
| 2 single buggy harness  | 1 5-gal. cream can                              |
| 2 pair of horse blankets  | 1 8-gal. cream can                              |
| <b>MACHINERY</b>  | 1 3 1-4 Mandt wagon, complete                   |
| 1 McCormick grain binder, in running order                                | 1 wide-tire wagon with extra top box            |
| 1 Deering corn binder, in running order                                   | 1 extra wagon top box                           |
| 1 Rock Island gang plow, good as new                                      | 1 truck wagon                                   |
| 2 walking plows   | 1 wagon hay rack                                |
| 1 breaking plow   | 1 winter hay rack                               |
| 1 Osborne mower and rake  | 1 set Peterson & Nelson bob sleds               |
| 1 riding cultivator   | 1 top buggy                                     |
| 3 walking cultivators   | 1 road cart                                     |
|   | 1 set runners                                   |
|   | 3 corn planters                                 |
|   | 2 potato planters                               |
|   | 1 wheelbarrow grass seeder                      |
|   | Some household goods                            |
|   | Other articles too numerous to mention.         |

### USUAL TERMS OF SALE

## AUG. JOHNSON, Owner

G. A. EATON, Clerk W. A. DUNBAR, Auct.

## SENATE SEEKS LIGHT ON SHIPPING PROBLEM

### How Can Vast Merchant Fleet Be Operated Without Loss to Treasury?

### FUTURE OF FLAG ON SEA IN HANDS OF SENATORS

Washington, D. C.—The country has invested in three and four billion dollars in merchant ships, which it now has on its hands. Every taxpayer, whether farmer, worker or merchant, business man or manufacturer, at present is a stockholder in these ships. How can they be run at a profit in competition with other nations? In other words, how is our flag to be kept on the seas?

These are the questions with which the members of the Senate Committee on Commerce are wrestling in a notable series of hearings on the merchant marine which are now in progress at the Capitol. It is likely that these hearings may last several weeks more, and the legislation on which the committee is seeking light is expected to engage the attention of Congress for several months to come. The questions involved in the hearings constitute, in fact, the gravest single economic problem that has been imposed on the country as a result of the war.

#### Senators on the Job.

The responsibility for preparing a solution of this problem through these hearings falls on 19 senators, including the following from Middle West States:

- Illinois—Lawrence Y. Sherman.
- Minnesota—Knut Nelson.
- Missouri—James A. Reed.
- Ohio—Warren G. Harding.
- Wisconsin—Irvine L. Lenroot.

#### How Hearings Are Conducted.

These hearings are held in the large committee room of the Committee on Commerce, in the Senate wing of the Capitol, in which hearings on the merchant marine have been held in many past sessions of Congress. Pictures of the new merchant fleet look down from the walls. The Senators sit at a long table with Chairman Wesley L. Jones of the state of Washington at the head. Around it are grouped each day representatives of the country manufacturers, merchants, farmers, bankers, exporters, shipbuilders and ship operators. Officials of the U. S. Shipping Board, which now controls a majority of the ships, are always near at hand.

The daily sessions begin at 2 p. m. and last usually until toward 6 o'clock, or after the adjournment of the Senate for the day. The daily attendance of the committee is good, and the interest shown by the Senators is keen and sustained. They, as well as the witnesses, realize that on the result of the committee's deliberations hangs the fate of the new merchant marine, with its 100,000 officers and men and its 2,000 seagoing ships, each worth more than a million dollars on an average.

A majority of the men attending these sessions feel that there has never before been a series of congressional hearings at which so much money and such grave possibilities for economic good or evil have been at stake.

#### Problems to Be Solved.

In substance the problems to be solved in these hearings are as follows:

How can all these ships of the country's new merchant marine, built at high war costs, for the emergency of getting men and supplies to the European battle front, be operated in the fierce competition of peace times against ships under other flags which have been made available to their owners at a price which permits their operation at a profit?

Should a certain percentage of the cost of our merchant ships be charged off as war expense in the same way that the navy is charging off the cost of its war emergency fleet, and the army the cost of its camps and other surplus war material?

This point having been settled, how can the ships be most economically operated in accordance with American standards of upkeep and wages?

The latter question involves that of ownership. At present a majority of the new ships are owned by the government. Should they be turned over to private citizens, and, if so, at what price, as compared with their cost and the present cost of building ships in the open market?

#### Responsibility of Senate.

The House of Representatives already has taken action on measures involving the same questions, voting almost unanimously—240 to 8—in favor of the bill introduced by Chairman William S. Greene of the Committee on Merchant Marine, which directs the Shipping Board to sell the government-owned ships in its control to private buyers at the world market price "as soon as practicable."

This bill is now before the Senate Committee on Commerce, and these hearings relate to it, together with three Senate bills on the merchant marine, two of them introduced by Chairman Jones and one by Senator Ransdell of Louisiana. All of the bills have the same object—namely, the sale of the war-built ships to private owners. It may be stated incidentally that there is no bill before Congress providing for continued government ownership of these ships.

Out of the four bills under consideration it is expected that an effective bill will be constructed for the continuance of the merchant marine along lines that it is hoped will bring out the same character of nonpartisan vote that was manifest in the recent passage of the Greene bill in the House.

**Dissolution of Partnership.**  
Notice is hereby given that the partnership formerly existing between Andrew Lidberg and C. G. Peterson has been dissolved by mutual consent.  
Andrew Lidberg,  
C. G. Peterson.



**KOPPERS COKE**  
MINNAPOLIS

**MAKES WARM HOMES**

The Fuel that's All Heat

NO SMOKE  
NO WASTE  
LESS COST

MANUFACTURED BY  
MINNESOTA BY-PRODUCT COKE CO.  
SAINT PAUL.

For sale by  
**ALL FUEL DEALERS**

# AUCTION

The undersigned having sold his farm, will sell all his personal property at public auction on his farm in section 12, Glendorado township, 1 1/2 miles east and 6 miles south of Oak Park and 1 mile east and 1 mile south of the Swedish Mission church and Mrs. Peterson's store.

## Wednesday, March 3

SALE BEGINS AT 10:00 A. M. FREE LUNCH AT NOON

- |  |   |
|--|---|
| <b>HORSES</b>  | 1 14-inch walking plow  |
| 1 team of mares, wt. about 2900                        | 1 Hoover potato digger  |
| <b>CATTLE</b>  | 1 Hoover potato sprayer   |
| 11 good milch cows, 6 of which are fresh               | 1 30-gal. oil tank  |
| 6 heifers, 2 years old coming fresh this spring        | 1 70-gal. feed cooker   |
| 1 bull, 3 years old                                    | 1 round water tank, 8 ft. across with heater  |
| 2 steers, 3 years old                                  | 2 sets of working harness   |
| 3 steers, 2 years old                                  | 2 walking cultivators   |
| 7 yearlings  | 1 potato hiller   |
| 1 hundred chickens                                     | 1 1,000-lb. scale   |
| <b>IMPLEMENTS and MACHINERY</b>                        | 2 dozen grain sacks   |
| This line of implements and machinery is in good shape | 1 grindstone  |
| 1 Deering corn binder                                  | 1 5-passenger Ford Automobile, 1916 model   |
| 1 McCormick grain binder                               | 1 canvass, about 16x16  |
| 1 Deering mower  | 1 No. 15 DeLaval separator  |
| 1 Deering hayrake                                      | 1 cattle rack   |
| 1 Van Brunt seeder                                     | 1 light drag  |
| 1 wide tire wagon                                      | 1 spring tooth harrow   |
| 1 steel truck  | 2 8-gal. cream cans   |
| 1 set heavy bob sleds                                  | 250 bushels of oats   |
| 1 riding disc cultivator                               | 50 bushels of barley  |
| 1 disc   | Some hay  |
| 1 16-inch breaking plow                                | 1 heater and other household goods, and many farm tools and articles too numerous to mention. |

All sums under \$10.00, cash; over that amount time will be given on good baikable paper

## GUST CARLSON, Owner

F. J. KOTSMITH, Auct. A. SUNDBERG, Clerk



More miles per gallon  
More miles on tires

## 1,500,000,000 Miles of Evidence

Statisticians calculate that Maxwell cars the world over traveled 1,500,000,000 miles last year. What a gigantic test of gears, bearings, axles, crankshafts, and the 3,000 other pieces of steel in a Maxwell car!

Had these metals shown a single chronic weakness their makers would have suffered a far-reaching penalty.

Instead these 1,500,000,000 test miles—equal to 57,000 times around the equator—put a great premium on the Maxwell.

So great that it is becoming more and more difficult each day to get a Maxwell.

To fill this ever-growing and friendly demand for Maxwell, 100,000 are being built this year, bringing the total of Maxwells now in use on the road to 400,000. The 100,000 will fall far short.

Possibly 40,000 persons will have to purchase a second choice car.

To be sure of your first choice see the Post-War Maxwell without delay.

## CLAIR I. KALIHHER, Dealer Princeton, Minnesota

