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THE GOVERNMENT AS RAILROAD BUILDER IN ALASKA.

The Alaskan government railway system, which the president of the United States was authorized to build by special act of congress, involves a mileage for the main line from Seward to Fairbanks of 466 miles, with a branch to the Matanuska coal fields thirty-eight miles in length, or a total of 504 miles. At the end of the construction season of 1916, 132 miles of line were available for operation of trains and eighty-five miles represented new construction. The cost of construction for the system was estimated by the Alaskan engineering commission at $25,642,718, exclusive of rolling stock, and up to October 1, 1916, appropriations by congress had amounted to $11,000,000.

It will be recalled that the president was authorized to locate, construct and operate railways in the territory of Alaska so as to conect one or more of the Pacific ocean harbors with the navigable waters and mineral fields of the interior. Accordingly surveys were made under the direction of the Alaskan engineering commission, consisting of William C. Edes, chairman; Frederick Mears and Thomas Riggs, Jr., and on April 10, 1915, President Wilson issued an executive order designating the route selected by the commission, which began at Seward, on the westerly shore of Resurrection bay and proceeded in a general northerly direction by way of Kenal lake, Kern creek, the Susitna and Chulitna rivers to Broad pass, and thence through the Nenana river basin to the Tanana river, with the northern terminal at Fairbanks. Two miles above the crossing of the Matanuska river a branch line thirty-eight miles in length was to be built to the Matanuska coal fields, whose output was particularly needed for the economic and mining development of Alaska. Furthermore, as an essential part of the new system the Alaska Northern railway, extending from Seward to Kern river on Turnagain Arm of Cook inlet, was purchased at a cost of $1,150,000. —American Review of Reviews.

1915 BIRD COUNT.

One hundred and twenty-four pairs of birds nest and raise their families on the average farm of 108 acres in the northeastern states, according to estimates based upon a second annual bird count conducted by the biological survey of the U. S. department of agriculture. In that part of the plains region east of the one hundredth meridian the counts would indicate almost exactly the same density of bird population, 125 pairs of nesting birds to each 100 acres. In the southern states where the counts were limited to the part of the farm surrounding the home, which naturally supports more birds than tilled areas, there seem to be on the farms where counts were taken 131 pairs of nesting birds to each 100 acres. The counts so far received, however, from these sections do not furnish a sufficient basis for estimating the birds on the remainder of the farm.

In the northeastern states it was estimated that the average bird population of each 100 acres of isolated woodland under observation was 199 pairs, while the average bird population for each 100 acres of the area covered was 125 pairs. The reports from the Rocky Mountain states would indicate that the bird population is smaller in this section.

Three 80-acre tracts in New Mexico indicated seventeen pairs to eighty acres, or twenty-one pairs to each 100 acres. Still fartner west in the irrigated district of western Colorado two reports indicated that irrigated land in orchard and in fields of grain and root crops supported a bird population of sixty-six pairs per 100 acres, but on contiguous non-irrigated land the bird life shrank to five pairs for 100 acres. In Arizona a forty acre tract containing only a few houses and for the most part covered with desert shrubs, showed a bird population of fifty pairs of twenty-six species, of which twenty-two were insectivorous. A semi-desert tract of the same size, covered with brush mostly less than six feet high, showed thirty-one pairs of sixteen species. In the mountains of Arizona, near Flagstaff, a tract of seventy acres covered with yellow pine and Gambel oak supported a bird population of thirty-one pairs of eighteen species.

In California twenty acres of the campus of the University of California showed eighty-seven pairs of twenty-three species. A tract near Gilroy, Cal. containing thirty acres of fruits and about eight acres of pasture and creek bottom, gave the unusual figure of 176 pairs of thirty-four species on thirty-eight acres. A similarly dense, though less varied, bird population was found in a fifty-two acre peach orchard near Port Clinton, Ohio. This showed 108 pairs of common farm birds, thirty-six pairs of purple martins and six pairs of English sparrows, a total of 150 pairs of twenty-nine species.

In the south the counts showed an average of seventy-seven pairs of twenty species and five pairs of English sparrows on eighty-three acres in Florida; in Louisiana an average of ninety-five pairs of twenty-nine species on fifty-three acres; and the counts from Texas indicate an average of ninety-one pairs of birds of twenty-one species on sixty acres. The average of all counts received from the southern states is seventy-six pairs of birds of twenty-three species on a farm of fifty-eight acres.

On the 256 acres on the Cornell university campus at Ithaca, N. Y., a very careful study indicated 573 pairs of nesting birds, an average of 166 pairs of native nesting birds per 100 acres, and fifty-six nesting pairs of English sparrows per 100 acres, or a total of 225 nesting birds per 100 acres. A similar count made near Rhinebeck, N. Y. in a 210 acre section indicated fifty-four different kinds represented by 366 pairs, nearly the same per acre as shown at Cornell university.

The results of the 1915 bird count just published by the biological survey indicate an average of eight pairs of robins and six pairs of English sparrows on each farm of 108 acres where the count was made in the Northeastern states. The average of all reports for two years show seven pairs of robins and five and one-half pairs of English sparrows for each farm covered in this section.

All of which should remind us to make provision for feeding and caring for the winter birds and for providing houses and food for those that come in the spring.

Birds are worth a great deal and it is said by those who have made a study of the subject, that were it not for the birds, insects would soon reach such numbers that human life would be endangered.

NITRATE DEPOSITS DISAPPOINTING.

Nitrate deposits in many parts of the United States have been examined during the last two years by the United States Geological survey, department of the interior. The importance of finding a natural supply of nitrates within our own borders, which might serve our needs in case of war, has given incentive to this work and has directed widespread public attention to the subject.

Prospectors in many places have raised great hopes by finding good surface showings of these salts, but invesbeen adopted with the greatest reluctance by all concerned. Incidentally, advantage seems to have been taken of the situation to promote certain stock selling enterprises, even after the evidence as to the worthlessness of the deposits became sufficient to satisfy any competent judge, so that one is forced to question either the good faith of the promoters or their practical judgment.

A MISNAMED RIVER.

The United States geological survey press bulletin says:

The Colorado river was reached by two of the early Spanish explorers from Mexico in 1540. One of the explorers was Melchior Diaz, who came across country and went only a short distance above Yuma, and the other was Hernando de Alarcon, who came in boats from western Mexico. Owing to the custom of the natives of carrying firebrands in winter with which to warm themselves, Diaz named the stream Rio del Tizon (Firebrand river), a name more distinctive than the present one, which often causes considerable confusion because no part of the river is in the state of Colorado.

STATE CLEANUP DAY.

The state of Rhode Island appointed October 14 as a cleanup day and a considerable improvement resulted. One of the special features was the removal of many advertising signs along highways, from fences, trees, poles or other conspicuous points. In several counties, loads of waste lumber consisting of what had formerly been large signs, were distributed as fuel among the poor. A special statute passed last spring gives any person the right to tear down and destroy all signs of an advertising nature hung along a public highway in the state of Rhode Island.

The Waterloo Courier notes that the Chicago Tribune was quick to grab the honor for carrying Illinois, Iowa, Indiana, Wisconsin, Michigan and Minnesota for Hughes. It adds that the Tribune can hardly claim credit for the tremendous plurality Mr. Harding got in Iowa. That honor, says the Waterloo Courier, belongs to another paper.

The light that is burning in the shop when it is not needed is cutting down the profits. If the business does not make a profit, it cannot long continue to pay wages. That is just one avenue for saving.

One way to reduce the price of food necessities would be to use the corn, barley and other food products for food instead of making them into beer and whisky.

The United States government once put an embargo act in force and lots of its citizens violated it. It put the United States boat owners out of business.

In the Iowa legislature there will be ten democratic senators and fourteen democratic representatives.

If we are to vote for judges in a separate column on the ballot, then let it be the first column instead of the last.

The Fairfield Ledger says it looks as if that town will not have a new postoffice for at least three years.

Some men are loyal to everybody but the party who is paying them their wages.

Where is the man who a few years ago predicted dollar wheat?

PROPOSES RULES FOR PEDESTRIANS

Robert N. Carson of Iowa City, president of the Red Ball route, St. Louis to St. Paul, suggests that as long as there are so many rules for drivers, why not a few for pedestrians. Here are his suggestions:

Rule 1.

Pedestrians crossing boulevards at night shall wear a white light in front and a red light in the rear.

Rule 2.

Before turning to the right or the left, they shall give three short blasts on a horn at least three inches in diameter.

Rule 3.

When an inexperienced driver is made nervous by a pedestrian, he or she shall indicate the same and the pedestrian shall hide behind a tree until the automobile has passed.

Rule 4.

Pedestrians shall not carry in their pockets any sharp substances which are liable to cut automobile tires. (Thus protecting tires, if car passes over them.)

Rule 5.

In dodging automobiles pedestrians shall not run more than seven miles per hour.

Rule 6.

Pedestrians must register at the beginning of each year and pay a license fee of $5.00. (This fund will be used to give aid to those injured in "joy riding.")

Ruie 7.

Pedestrians will not be allowed to emit cigarette smoke on any boulevard in any offensive and unnecessary manner. (This does not apply to ladies.)

Rule 8.

Each pedestrian before receiving his or her license to walk upon a boulevard must demonstrate before an examining board his or her skill in dodging, leaping, crawling and extricating himself or herself from machinery.

Rule 9.

Pedestrians will be held responsible for all damages done to automobiles or their occupants in collision.

Rule 10.

The only part of a thoroughfare to which these rules do not apply and for which the pedestrian is not liable, is at all intersections of streets and boulevards. At these locations the pedestrians may move about at will. Crisscrossing, zigzagging and otherwise occupying the said intersection as would children at play on a playground amply protected from intrusion or harm from possible danger. There shall be a limit, however, to the number occupying these intersections. The maximum shall be 25 and traffic officers will endeavor to keep a careful check

The Shortage in Coal

By Frederic J. Haskin

Washington, D. C., Nov. 24. —On the threshold of winter American cities are facing a shortage in their coal supply. This shortage is not merely local, although it has made itself most felt in certain cities on the Atlantic seaboard. It is however a national matter, extending from coast to coast. It is a matter which, if really serious at all, is serious for everybody.

A clear understanding of the situation might help toward a satisfactory solution. There are a number of factors in it, a number of different human elements, and each of them is blaming the other. The producers are blaming the railroads, the railroads are blaming the government, the consumers are blaming the middlemen and the middlemen are blaming the consumers. There is not even an agreement as to whether or not a shortage of coal exists. Some men only see a shortage in transportation facilities, and others would call the difficulty purely psychological, a sort of mental coal famine, in which an imaginary shortage existing in the minds of consumers caused a real shortage by means of a consequent rush of buying. Meanwhile the weather has for the most part remained warm—providentially warm, as one man in close touch with the situation put it.

It will be very much the better for all concerned if the problem is solved as far as possible before the weather gets less considerate. There is a real shortage of coal, a supply smaller than usual as compared to the demand. This is not due to any one cause, but to several causes, some of them controllable, some apparently not.

The leading cause of the shortage, as soon appears on a careful examination of the situation, is not so much a lack of transportation facilities as a greatly increased demand. Like most other things good and bad that have affected this country in the last two years, the big demand for coal rises from the war. War industries need coal, and they can afford to pay for it. Speaking within reason, they don't care what they pay for it. They know that the season for reaping big profits from their product is necessarily limited, and they are not going to allow a lack of coal to cut down their output. They can afford to outbid any of the usual coal consumers in the open market.

The case of the steel manufacturers is most typical of this condition. Steel mills are big consumers of industrial coal and they are straining every resource to keep their output up to the maximum while war prices last. Some of them are making as much as $50 a ton profit on certain steels. To get the coal, which is an essential material for them, they can well afford to double or triple the current price per ton rather than go without and lose the profit on a fe wtons of steel. Some of them have done it. Some mills are getting coal on contract at less than two dollars a ton, and have paid $5 a ton bidding in the open market. The high record for the Pittsburgh district was broken late in October.

These lusty young war giants sweeping into the market and taking what they need with a free hand, and a free pocket book are one of the big factors in the situation. After them, the most important factor is probably the difficulty in getting transportation for the coal after it is mined. The mine owners are particularly insistent on this feature in the situation. They lament the fact that record prices are going begging in the cities and their coal cannot move from the mines. They say that they have gone to great expense putting in modern machinery to increase their output, and they are now prevented from making a profit on that machinery. So many complaints have gone up about a car shortage that the interstate commerce commission has ordered an investigation, which began last week at Louisville. The American Railway association's figures showed a shortage of 20,000 cars on the first of October. The mine operators are not inclined to blame the railroads for this as much as the federal legislation to regulate railroad earnings, which has reduced the margin of profit to a point where the roads cannot spend enough on new equipment, according to some critics. At any rate, the car shortage is a factor in the coal situation second in importance only to the increase in demand

Another element that makes for trouble is the shortage in labor. Many of the mines could use more men but cannot get them. The munition industries are here again responsible to a considerable extent, offering better wages and the great opportunities that go with new and unsettled conditions. A variety of other minor causes work to the same effect. One mine is in difficulties because of heavy enlistment in the national guard. A recruiting station was set up at the mine. There is also some decrease in production due to strikes, but strikes are relatively rare at the moment. With the exception of Oklahoma, most of the fields are unhampered by this cause. The shortage of labor however, due to a combination of all causes, is an element in the high market.

Exports of coal have also tended to put the domestic market in difficulties. Considerable shipments have gone forward to Canada, and some coal is shipped abroad; though recently export dealers cancelled all quotations by cable owing to the way prices were climbing.

All these causes are real and physical. Coal dealers and to some extent coal producers, are inclined to add another important cause in the attitude of the public. A scare went over the mind of the ultimate consumer recently. He began to wonder about his winter coal. Then he began to buy, and found the market rather tight. That made him more determined than ever to get his coal; he bought more eagerly, and naturally caused more and more of a shortage. There was real truth in the claim that the consumer's fright was responsible for some of the little near panics that ruffled certain cities; but the consumer's attitude was not the only cause or the chief cause. His attitude was the result, and not the cause, of a shortage in coal.

That shortage is showing itself in a score of ways all over the country. It is necessary to bear in mind the distinction between domestic coal and industrial coal. Domestic coal, the kind that we use in our furnaces and stoves, is an expensive grade, which has to supply a seasonal demand. Industrial coal is cheaper, is needed all the year around, and is feeling the present situation much more than the domestic. Some industrial coals have jumped from $2 to $5 and $6 at the mine. Coal fields are being invaded by buyers from districts they never supplied before. Illinois coals are being sold in the middle of the Ohio coal district. Washington and Oregon are buying coal in Oklahoma. Steamers are having trouble getting enough coal to fill their bunkers. One ocean liner had to visit three different piers before she could get enough coal to put to sea. Public utilities, which must have coal for power to hold their franchises, are being forced into the open market to buy steam coal at prices that have been termed "fabulous." Contractors who are under bond to supply big consumers with a given quantity of coal are beginning to get anxious. Small mines that have lain idle for years are being opened and run at good profit.

The situation in domestic coal is relatively less serious. The warm weather has held late this year, and done more than anything else possibly could to relieve matters. Yet coal prices seem destined to climb, both in anthracite and bituminous. The $12 a ton figure has been touched in New York. Coal sold by the bushel, in sacks, has brought a price equivalent to $17 and $18 a ton. Such figures are however exceptional.

The point of real interest and importance is the prospect for the immediate future and here there is little satisfaction to be had. Experts refuse to make any predictions. The situation is generally regarded as rather grave, but not as a cause for alarm. The first cold snap will almost certainly let us know where we really stand, what our reserves and resources are. Meanwhile, we can attack the problem as individuals and as a nation and deal with such of the elements in it as are susceptible to treatment. Transportation facilities, mine output, speculative buying can all be controlled. The individual can do his share by refusing to get excited and not insisting on buying six months' supply of coal at once, in spite of all obstacles. That sort of buying tends to flurry the market. This is a time to keep calm, to help the miner and the dealer in their effort to keep pace with the demand.

HORSE BITES MAN.

Otley, Nov. 25.—A horse belonging to Harry Renaud straddled a guy wire attached to a telephone post. When Renaud attempted to release the animal it grabbed him by the wrist, inflicting a severe bite.

HIGHLAND CENTER.

Mr. and Mrs. L. Bouse of West Thalia, Kans., are visiting the latter's sister Mr. and Mrs. C. Scott and family.

Miss Minnie Davis entertained her Sunday school class at the A. J. Davis home near Highland Center Wednesday evening. Refreshments were served and the time delightfully spent with music and singing.

Mrs. W. H. Crain and daughter Gretna left Tuesday to visit relatives in Marshalltown.

Mrs. N. Baker left Wednesday morning to visit her brother C. Bottorff and family near Selma.

M. L. Reiselt and son Fred and Mr. C. Scott were passengers to Ottumwa Wednesday.

H. Scott and family of LeRoy, Kansas are visiting his brother C. Scott and family.

Mr. and Mrs. L. Denny and Master Harold Denny of Dahlonega spent Sunday with their brother E. L. Denny and family.

Ottumwa Juniors First Members of 1916 Christmas Stocking Club

Two little Ottumwa Juniors on Thursday, November 16, started the Courier Junior Christmas Stocking club. November 17 two Dudley Juniors asked to be enrolled and November 20 three more Ottumwa Juniors said they wanted to be members, too. These seven members are called the "boosters" because they joined before any announcement was made in The Courier.

JEANETTE DAGGETT.
ROSEMARY DAGGETT.

MARY NEWQUIST (Dudley).
CECILIA IRENE NEWQUIST (Dud)

CHAUNCEY FAY.
ROBERT EMMETT FAY.
WAYNE EDWARD SONGER.

JORDON MARLOW WORK.
JOHN M. CANNY.
MARGARET M. CANNY.
MARY E. CANNY.
EDWARD B. CANNY.
ROBERT E. CANNY.
JERROLD EUGENE LEE.
DONALD PICKETT.
RICHARD RAUSCHER.
MARY CATHERINE WELSH.
MARY M'ALOON.
BESSIE M'ALOON.
MARGARET M'ALOON.
DONNA CARMEN LEACH.
PAUL RAY LEACH.
VERONICA LUCILLE FLACTIFF.
MARGARET LOUISE HIGGINS.
(Braddock, N. D.)
MARY ELEANOR LOGAN.
JOHN A. LOGAN.

BERNARD HUSTON.
MARY CATHERINE HUSTON.
DOROTHY MAY MACMANUS.
ELEANOR PATRICIA MACMANUS
THOMAS ARTHUR REIFSNYDER.
ROSWELL DORR JOHNSON.
ROSAMOND DORR.
(Miles City, Mont.)
MAXINE ELEANOR HARRYMAN.
VIRGINIA MAXINE SIZEMORE.
MARY ELLEN DEHART.
LEONA MAY DEHART.
MARTIN BOHE HARDSOCG.
MURRAY ALFRED HARDSOCG.
MARCEIL B. WILKINSON.
EVERTA CECIL KING.
WILLIAM JAMES KING.
DOROTHY ALTA HOWARD.
RUTH ELIZABETH WALL.

Thanksgiving we will tell the members and their papas and mamas how happy the 1916 Christmas Stocking club will make many needy children on Christmas day.

WEST POINT.

A pretty fall wedding took place at St. Mary's church Nov. 21, 1916 when Daniel A. King and Miss Mayme Schroeder were united in marriage, Rev. Father Grothe officiating at the service which was fololwed by nuptial high mass. John H. King, a brother of the groom and Miss Eva Schroeder, a sister of the bride were the attendants. Many relatives and friends were present to witness the happy event. After the church services a wedding breakfast was served at the bride's home. A reception was also held during the day and evening. The bride is the daughter of Mr. and Mrs. Jos. Schroeder and has spent all her life in West Point. For the past thirteen years she has been operator at the telephone exchange. She is a young lady of many womanly graces. The groom has been a resident of West Point the past six years coming here from Bonaparte. He is held in high esteem by all who know him. Besides the best wishes for a long and happy married life they were the recepients of many beautiful wedding gifts. They departed the same day for a month's visit at Carroll, Neola and Perry, Iowa, also at Laurence, Nebr. On their return home they will make their home with the bride's parents. Among the out of town guests were H. H. Schroeder and family of Burlington, Mr. and Mrs. John Schroeder and baby of Chicago, Miss Elizabeth Schroeder of Des Moines, Wm. Schroeder of Laurence, Nebr. and N. K. Alderdice of Burlington.

A very happy affair was the golden wedding anniversary of Mr. and Mrs. Gerhard Saunders of Ft. Madison which was held at their home Nov. 21. Mr. and Mrs. Sanders have spent the entire half century of their married life in Lee county, forty years of which was spent on a farm near Houghton. The day reunited the family of twelve children and the parents. Besides the children present there were a number of grandchildren and intimate friends who shared in the pleasures of the day. The worthy couple were married at St. James church at St. Paul Nov. 21, 1866. In commemoration of the event they attended a high mass at St. Mary's church which was celebrated for them by Rev. Father Jacobsmeier of Riverside. All their children and families were present. Among the many gifts recieved was a picture of their old homestead done in oil and framed with gold, the gift of Mr. and Mrs. John Lemner of Cedar Falls. Mr. Saunders was born in Hanover, Germany in 1839. He came to America in company with two sisters. The journey was made in a sailing vessel and required nine weeks. The party landed at New Orleans and came up the river to Fort Madison. He began work on a farm and by persistent saying he now owns 600 acres in one body of the finest land in the county. Seven years ago they retired from the farm and moved to Fort Madison. On Nov. 21, 1866 Mr. Sanders was married to Miss Mary Huchtons. Mrs. Sanders is a pioneer of Marion township and was born at St. Paul in 1852. Twelve children were born to them, all of whom are living, namely, Margaret, wife of Frank Mertens of Cottonwood; John of Houghton; Joseph, of Cottonwood; Mary, Riverside, Ia.; Henry, Beemer, Nebr.; William, Mt. Hamill; Ben, West Point; Chris, Lindsey, Nebr.; Elizabeth, Fort Madison; Kathryn, wife of Chas. Rice of near Ft. Madison; Anna Marie, St. Louis; Stephen of Fort Madison. This has indeed been a happy union and this worthy couple are held in high esteem by all who know them.

EDDYVILLE.

Mrs. Orville McCloney entered the hospital at Ottumwa Thursday for surgical treatment.

Mrs. Chsa. Nelson of Minnesota was called here Thursday by the serious illness of her father C. Olson.

Mrs. Jim Johnson and children of Thief River Falls, Minn., are visiting friends here this week.

Mrs. J. R. Price has returned from a week's visit with relatives in Des Moines.

Dr. Eppie McCrea was a business visitor in Ottumwa Thursday.

J. M. Blake and family moved Thursday from their farm to the John Powell property which Mr. Blake recently purchased.

Mrs. Chas. Beardsly of Kansas City and Blanche Long of Albia are guests this week of their friend Mrs. Carl Powell.

Mrs. Jane Saville of Flagler is spending the week in Eddyville visiting at the Fred Saville home.

John Powell and family moved this week to the Blake farm which Mr. Powell has purchased.

Irene Odem of Oskaloosa is the guest this week of Mr. and Mrs. Ray Odem.

HOPEWELL.

Ira Glover and family were guests at the Emmett Walker home Sunday.

Mr. and Mrs. J. F. Glosser were in the county seat Friday.

Wm. Hunter is serving on the jury in Ottumwa at present.

Mr. and Mrs. Irvin Scott are the parents of a son born Wednesday.

Marion Hunter went to Kirkville one day last week on business.

Mrs. Albrlight visited her daughter Mrs. Ada Hunter Friday.

Otto Schoich and family spent Saturday night at the Walter Swasick home.

Walter Swasick and wife spent Sunday at the Willard Swasick home.

C. E. Roberts and wife were recent callers at the M. Hunter home.

Children's Evening Story

SUSIE GOES TO A PARTY.

Up and down the big oak tree scampered the squirrels, bringing nuts and acorns from hollows, where they had been hidden all winter.

"Hey, Bushytail!" cried the squirrel whom Susie knew, addressing another who was on the ground at the foot of the stump, "bring up a big leaf."

"What do you want with a big leaf?" inquired the squirrel who was called Bushytail.

"Susie Littletail is going to stay to the party," replied the squirrel who was giving it, 'and I want the leaf for a place for her. She will need a large one."

Up the old stump climbed Bushytailwith the leaf in his mouth, and he put it in a vacant place. The stump was quite large enough for the squirrels and rabbit to move about upon and still leave room for the table to be set. Susie saw the squirrels placing nut meats on the different plates and putting oak-leaf tea into the acorn cups. Suddenly the squirrel whom Susie knew and whose name was Mrs. Lightfoot, exclaimed:

"There! I never thought of that!"

"Thought of what?" asked Susie.

"Why we haven't anything that you like to eat. You don't care for nuts do you?"

"Not very much," answered Susie, who wanted to be polite, yet she still wanted to tell the truth.

"I thought so," spoke Mrs. Lightfoot. "Whatever shall I do? I've asked you to the party and now there is nothing you like. It's too bad, for I want you to have a good time!"

"I—I could go to the cabbage field store and get some leaves, and I could bring some carrots and eat them," suggested Susie.

"Yes, but it wouldn't be right to ask you to a party and then have you bring your own things to eat," objected Mrs. Lightfoot.

"That's what they do at surprise parties," went on Susie, who had heard Uncle Wiggily Longears tell of one he had once attended. It was given by a chipmunk.

"Yes, but this isn't a surprise party," said Mrs. Lightfoot. "I don't know what to do."

"We can pretend it's a surprise party," went on Susie. "I know I was very much surprised when you asked me to come to it."

"Were you, indeed?" inquired the squirrel. "Then a surprise party it shall be. Listen!" she called to the other squirrels: "this is a surprise party for Susie Littletail."

"Humph! I don't call this a surprise," grumbled an old squirrel, whose tail had partly been shot off. But nobody minded him, as he was always grumbling. So Susie went and got some cabbage leaves and carrots, and brought them to the party. She had to eat them all alone, as the squirrels did not care much for such things. The only thing Susie could eat which the squirrels did was some ice cream, made with snow, maple syrup and hickory nuts ground up fine. This was very good.

Susie had a grand time at the party, and after the hickory nut ice cream and other good things had been eaten, she and the squirrels played "Ring Around the Old Oak Stump," which is something like "London Bridge" and "Ring Around the Rosy" mixed up together. It was lots of fun, and Susie almost forgot to go to the cabbage field store. But she did go there, though it was just about to be closed up, and when she got home with the cabbage leaves for supper, she told them about the surprise party. Then Sammie wished he had gone to the store, instead of remaining at home to make a whistle out of a carrot.

"I never had anything nice like that happen to me," said Sammie, in just the least bit of a grumbly voice. And, what do you think? The very next day something happened to Sammie, only it wasn't very nice. He was out walking in a field, when he met a big cat.

"Where do you live?" asked the cat, in quite a friendly voice.

"Over there," said Sammie, pointing toward the burrow.

"Can you take me there?" asked the cat, and she wiggled her whiskers and licked her nose with her tongue, for she was hungry.

"Yes, I'll show you," agreed Sammie, and he led the cat toward the burrow. Now, he did not know any better, for he did not stop to think that cats will eat rabbits. And the cat was just thinking how easily she had provided a good dinner for herself, when Jane Fuzzy-Wuzzy, who was peeping out of the front door of the burrow, saw pussy. The muskrat knew at once that the cat had come to eat the little rabbits and the big ones, too, and the only reason she did not eat Sammie was because she wanted more of a meal. So the nurse showed her sharp teeth, and the cat ran away. But she knew where the burrow was, and this was a bad thing, for she might come back again in the night, when Sammie and Susie were asleep.

"We must move away from here at once," said Uncle Wiggily Longears, when he heard about the cat. "We must find a new burrow or make one. Sammie, you acted very wrongly, but you did not mean to. Now, you must help us pack up to move." And tomorrow night, if all goes well, I shall tell you what happened when the Littletail family went to their new home.

In Memoriam

H. T. Hawthorne.

H. T. Hawthorne, a well-known resident of Farson, and a former resident of Hedrick, died at his home near Farson Monday morning, aged 70 years, seven months and three days. The funeral was held at the Competine church Thursday at 10 a. m., conducted by Rev. F. R. Bowman of Mt. Union, and the interment was in Competine cemetedy.

Mr. Hawthorne was born in Abingdon Virginia, in 1846 and came to Iowa in 1853, settling in Competine township, where most of his life was spent. He was married in 1868 to Miss Ellen Silvers, and to them were born two sons, U. S. Hawthorne of Farson and W. J., who is deceased. Mrs. Hawthorne died in 1879, and in 1881 he was again married, to Miss Alice Trout, who survives him, with their daughter Mrs. Lillian McKay, of Albia. He is also survived by four brothers—S. P., of Farson; S. R., of Trumbull, Nebr., J. C. of Hedirck, and T. C. of Martinsburg, and one sister Mrs. L. H. White of Farson.

Mr. Hawthorne was a kind and loving husband and father, a good citizen and neighbor and his death removes one who will be much missed in the community of which he was so long a resident.—Contributed.

ALBIA

Mrs. Emma Stewart left for Los Angeles, Calif., where she will spend the winter.

Mrs. Angie Reitzel has been appointed administratrix of the estate of Helen M. Lind, deceased, who died Nov. 16.

Mrs. O. E. McBride has returned from a visit with relatives in Chariton.

Miss Zelma Roten has returned from a short visit in Lovilia.

Arthur Welsh of Buxton is the guest of his sister Mrs. John Price of this city.

Miss Nellie Sheehan is confined to her home here on account of illness.

Wash Cramer and daughter Mrs. Jennie Hickenlooper will leave the last of the week for Excelsior Springs, Mo. to spend Thanksgiving week with Mr. and Mrs. Anton Smtih. Mrs. Smith will be remembered as Miss Lena Cramer formerly of this city.

Clyde Webb who has been traveling on the road for the past year, is visiting his mother here.

Mr. and Mrs. Ross Spears and son Harry have returned from a short visit in Chariton.

An automobile driven by Wallace Harding was almost completely destroyed by fire about five miles southwest of here Wednesday. The cause of the fire is unknown.

Mr. and Mrs. O. A. French of Ottumwa are guests at the H. M. Duncan home here.

Mr. and Mrs. Lloyd Ashba retunred to their home in Des Moines the first of the week after a visit at the parental Ashba home here.

Chas. Rybolt and daughter Gladys of Maple Block visited for a few days at the Eugene Crowell home here recently.

Ruth Griffin has gone to Lynville to accept a position as nurse.

Rex. Thompson of Chicago is visiting with his parents here.

SWEDEN AROUSED BY U-BOAT WORK

Stockholm, Nov. 25., via London.—The sinking of the Swedish steamer Arthur by a German submarine is evoking strong protests from the Swedish press, even from the pro-German newspapers. The Stockholm Aftonbladet, which is wholly devoted to the German cause, describes it as "incomprehensible aggression," to which Sweden cannot submit, and demands that the government protest.

The Gothenburg Morgonpost also strongly pro-German, says that the sinking of the Arthur was one of the most incomprehensible acts committed in the course of the German warfare upon merchantmen.

London, Nov. 25. —Lloyds shipping agency announces that the Greek steamer Thetis has landed the crew of the Norwegian steamer Dansted, sunk by a German submarine.

FORGER ADMITS STEALING AUTOS

Chicago, Nov. 25. —Charged with stealing automobiles, Irwin L. Thacker sometimes called the "master forger of America" declared today, according to the police, that he stole to repay the victims of his forgeries. The police assert that he has obtained half a million dollars through forgeries in the last ten years.

Thacker was arrested when he was caught stealing a car belonging to Isaac Carpes, a merchant. He confessed, the police say, that he had stolen dozens of automobiles and sold them through newspaper advertisements.

WATCH BUTTER BOARD.

Elgin, Ill., Nov. 25. —Several government agents were here today to observe the proceedings of the weekly meeting of the Elgin board of trade. The board, which is said to fix the price of butter for a large section of the United States has been under surveillance for several days.