

BROTHERHOOD CLOSE DIRECT TESTIMONY

Railroad Managers Make Opening Address at the Great Arbitration Meeting.

Chicago, Jan. 25.—Confiscation of the homes and savings of Western railroad employes through arbitrary action of company officials who suddenly transfer a terminal from one point to another was illuminated during the past week in testimony offered by the engineers' and firemen's brotherhoods in the railway wage arbitration proceedings. In the words of Warren S. Stone, Grand Chief Engineer of the Brotherhood of Locomotive Engineers: "If an official, by a stroke of the pen in the interests of so-called economic operation, can destroy the homes and savings of the men, to say nothing of the hardships imposed by starting life over again under these conditions, then the business demanding these sacrifices should bear the cost, and not the employees."

While this disclosure came early in the week, it was regarded by many observers as among the most sensational of the disclosures that have followed this exhibit the brotherhoods closed their direct testimony after having been in the saddle twenty-eight and one-half days, having examined sixty-five witnesses and offered fifty-six exhibits. Next came the opening address for the companies by James M. Sheehan, their nimble witted counsel, who said that of 5,000 "typical men" in every class of railroad service in the West "there is a maximum of \$3,725 for passenger service engineers, \$3,242 for freight engineers, \$1,752 for passenger firemen and \$1,890 for freight firemen" in annual wages.

Mr. Sheehan, possibly with an eye for striking contrasts and consequent publicity, added that against these maximum wages the governors of seven states, which he did not mention, receive \$3,000 a year while the governors of seven other commonwealths receive \$4,000 annually, or slightly more than the hypothetical allowances the attorney made for the engineers.

The attorney also claimed that the additional cost to the railroads by reason of the request of the two brotherhoods would be \$40,886,709. He explained that this was an estimate based upon an investigation the Western railroad companies had made of wages during the month of October, 1913. The increases had been applied to the men working at that time and the percentage of additional cost for that single month to the actual payroll of the whole year, which resulted in the total of over \$40,000,000. Later in the week J. H. Keefe, one of the witnesses for the companies, admitted that these figures were merely estimates and were not at all accurate; that a much fairer way would have been to obtain the monthly average increases, to have assembled them and added them to the actual payroll of the year 1913.

Returning to the real news of the week—the havoc worked among engineers and firemen by the arbitrary moving of terminals from point to point, Grand Chief Stone in his exhibit made the following showing: New terminals have been in recent years established by the Santa Fe Railroad and branches seven times; terminals have been moved by the Canadian Pacific Railway twice; the Chicago and Eastern Illinois Railroad had one notable transfer to its credit; the Chicago and North Western Railway made four terminal moves; the Chicago, Burlington and Quincy made



two changes; the Chicago, Milwaukee and St. Paul transferred its terminal three times; the Chicago, Peoria and St. Louis, once; the Chicago Rock Island and Pacific Railroad, twice; the Colorado and Southern Railroad, once; the Great Northern Railroad, once; the Illinois Central Railroad, once; the Louisville and Arkansas Railroad: "This railroad company has changed its terminals so often that engineers and firemen are continually kept on the move;" the Minneapolis and St. Louis Railroad, once; the "Soo" Railroad: The frequently mentioned oscillation of terminals between Chippewa Falls and Stevens Point, then to Abbotsford and finally back again to where the first terminals were located. One of the interesting stories in Western railroad history; Missouri Pacific, twice; Missouri and North Arkansas Railroad, once; the M. K. & T., five times; the Northern Pacific, three times; the St. Louis and San Francisco Railroad, five times; the Southern Pacific Railroad—three times; the Union Pacific Railroad—various instances given in the exhibit show that this company is the only one in the West which ever made restitution to the men for losses sustained by moving terminals and compelling employees to abandon their homes. Wabash Railroad Company, four times.

Besides the uprooting of home ties, the abandonment of residences, in many instances just completed and paid for, the testimony disclosed that engineers and firemen had often been compelled to transfer their families to lonely and desolate spots where there were no conveniences or improvements. Moreover, it was shown that not infrequently officials of railroads, industriously lining their own pockets at the expense of the workmen, had obtained options or had actually bought the so-called town lots in these new terminal settlements. For instance, in regard to the Atchison road the exhibit says: "The lots in Calwa sold for the same price as lots within the city limits of Fresno and it is persistently rumored that local officials of the company bought up this land before the change was made."

Another instance of this nature in which the same company figured was related at the expense of the workmen, had obtained options or had actually bought the so-called town lots in these new terminal settlements. For instance, in regard to the Atchison road the exhibit says: "The lots in Calwa sold for the same price as lots within the city limits of Fresno and it is persistently rumored that local officials of the company bought up this land before the change was made."

The exhibit abounded with instances of engineers and firemen virtually losing the savings of a lifetime, of being unable successfully to obtain redress from the companies because of terminal changes and of the men and their families undergoing hardships and inconveniences.

Just before direct testimony ended, Grand Chief Stone referred again to surprise tests, reading a letter from C. C. McChord, a member of the Interstate Commerce Commission, stating that that body had no authority whatever to lay down rules for railroad companies which would result in surprise or efficiency tests. This was in direct contradiction of statements made last month by W. L. Park, Vice President of the Illinois Central Railroad, one of the arbitrators, who read a long extract from an old Interstate Commerce report leading the board to believe that the Commission actually was responsible for these tests.

Noteworthy exhibits were also offered by D. B. Robertson, vice president of the firemen's brotherhood, who showed that various railroad officials, including Mr. Park, had already publicly announced themselves in favor of standardization of wages and of basing the engineer's compensation on weight on driving wheels.

The two witnesses of the companies who consumed the rest of the week were D. H. Bremerman, of the vice president's office of the Burlington road, and J. H. Keefe, Assistant General Manager of the Gulf, Colorado and Santa Fe. Mr. Bremerman's advent on the scene was accompanied by the entrance of a dozen porters bearing huge books, each weighing about thirty pounds, measuring 17x24 inches and comprising 326 pages. This ponderous tome was offered by the companies with the statement that it was the largest exhibit ever compiled. It compared the present schedule of rates and rules of locomotive engineers and firemen on different Western roads with those in the East and Southeast, and then compared each phase of the sixteen requests of the men with present provisions; and drew various conclusions.

Mr. Bremerman was on the stand Tuesday, Wednesday and Thursday, having been cross-examined by Grand Chief Stone. However, Arbitrators Burgess and Shea, brotherhood officials, took a hand in questioning him when the smoke had cleared away the brotherhoods claimed that Exhibit No. 1 of the companies in the main proved that already many Western railroads are granting the requests the brotherhoods are making as to hours and pay and in many other respects.

Timothy Shea, vice president of the firemen's brotherhood, also discovered various errors in Exhibit 1, one of which was a discrepancy of 154 engines on the Atchison road one year as against another. Mr. Sheehan attempted to explain this and so did Mr. Bremerman, but the more they explained, apparently the deeper in the mire they got.

Other advantages gained by the brotherhoods from the companies' first exhibit were: On Eastern roads double overtime is paid, which is more than the Western employes are asking for; payment of engineers on a minute basis already is well established; 14.8 per cent of Western railroad mileage in passenger service already bases wages on weight-on-driving-wheels for engineers and for firemen 12.5 per cent; in freight service on over 29 per cent of Western mileage engineers are paid on the basis of weight-on-driving-wheels and firemen are compensated on over 22 per cent of Western roads on the same basis; on over 29 per cent of Western railroad mileage "assigned men" are paid for days not used, including Sundays, and on over 35 per cent of the roads these men are paid for working on days not used; various through freight schedules in Western territory at present are higher than the brotherhoods ask; in passenger service on over 13 per cent of Western mileage the basis of pay for engineers is 100 miles or less, five hours or less, and over 12 per cent of the roads do so for passenger firemen.

In freight service on over 84 per cent of Western mileage the basis of 100 miles or less, ten hours or less, already applies to engineers and the same proportion to firemen; on over 33 per cent of Western mileage according to the companies' exhibit, through freight rates to engineers apply in pusher and helper service and virtually the same as to firemen; payment for initial and terminal delay

and for preparatory time at present is made on various Western roads, the rules, however, in most instances differing widely, proving that if the requests of the men on these points were complied with, misunderstandings would be avoided and uniformity would result.

Mr. J. H. Keefe, the last witness of the week, took up Exhibits 2 and 3 of the companies dealing entirely with the so-called new tax upon the railroads because of the brotherhoods' petition. Cross-examination of Mr. Keefe is not started and only a hint of what the brotherhoods probably will claim can be made. However, it is known that the companies' last estimate of nearly \$41,000,000 is nearly \$9,000,000 above the figures issued by the conference committee of managers last summer and sent broadcast throughout the United States. Moreover, the additional tax of \$41,000,000 is the result of tabulations made during October, 1913, known as the busiest month for the railroads during many years.

An interesting feature was that of last Wednesday when Attorney Sheehan offered to produce before the board, next Monday, Engineer Thompson who figures in the testimony of O. F. Modenbach, a Rock Island fireman, who was on the witness stand a month ago. Mr. Thompson and Mr. Modenbach were engineer and fireman respectively on the Rock Island a few years ago when a surprise test was sprung while the locomotive was running through a snow storm early in the morning, down grade, with a heavy train behind it. Modenbach testified that Thompson had leaped from the engine and had broken a collar bone, and that he himself had sustained severe bruises.

The companies searched for many weeks to find Engineer Thompson and eventually located him on the Pere Marquette railroad. They will not present Thompson to give his version of the story, it being rumored that Thompson's recollection of the event is not the same as that of Modenbach. The brotherhoods will have Modenbach present and it is expected that fur will fly.

SPICER, R. T. Spicer, Rt. 1—Supt. W. D. Frederickson called on the teachers and pupils in school district 25 last Tuesday.

Miss Hattie Larson visited with her friend, Florence Wilbur from Tuesday until Wednesday.

Elmer Walstad, Melvin and Herman Nordin called at the Lars Larson home Saturday evening.

A number of the young folks from this vicinity attended prayer-meeting last Monday evening at J. S. Christensen's.

The Lars Larson young folks were entertained at the Martin Rierson home last Thursday evening.

Florence and Golda Wilbur spent Saturday evening at Lars Larson's home.

L. H. Larson returned home Saturday from a few days' visit in the cities.

Gust Nordin spent Sunday afternoon with his friend, W. H. Wilber.

Victor Skoglund spent Sunday evening with his friend, Grant Larson.

The Lars Larson young folks and Florence and Golda Wilbur attended the Young People's Society at the Hegstrom home Friday evening.

A number of the young folks spent Sunday evening at the Erickson home.

NOT AN ISOLATED CASE.

Many Similar Cases in Willmar and Vicinity.

This Willmar woman's story given here is not an isolated case by any means; week after week, year after year, our neighbors are telling similar good news.

Mrs. E. M. Hobbins, 516 First St. S., Willmar, Minn., says: "I was bothered with backache and Doan's Kidney Pills quickly put an end to it. Another of the family suffered from pains in his back, more than once being laid up, unable to work. He attributed the complaint to the constant jarring of the engine. This had its effect on his kidneys, weakening them and bringing on pains and dizziness. While having a bad attack about two years ago, he began using Doan's Kidney Pills and they cured him. Since then he has followed the same work, but has had no more trouble."

Price 50c. at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mrs. Hobbins had. Foster-Milburn Co., Props., Buffalo, N. Y. (Paid advertisement.)

(First publication Jan. 27-31) Notice to Banks. Office of County Auditor, Willmar, Minn., Jan. 23, 1915.

Sealed bids from Banks will be received at this office until Thursday, Feb. 11th, 1915, at 2 o'clock p. m., at which time the said bids will be opened by the Board of Auditors of Kandiyohi County for the deposit of County funds.

The said bids to be addressed to said Board of Audit in care of the County Auditor, and shall state what security will be given the County for the prompt payment of funds so deposited, and shall state the rate of interest that will be paid on daily balances subject to draft and payable at all times on demand as well as on funds deposited for a certain length of time.

Each bid must be accompanied by a good and sufficient bond. The Board of Auditors reserves the right to reject any or all bids. By order of the Board of Auditors of Kandiyohi County, Minnesota. SAMUEL NELSON, County Auditor.

AUCTION SALE

As we have sold our farm, I will sell at public auction in Section 19, Town of Dovre, eight miles northwest of Willmar, on

FRIDAY, FEB. 12TH, 1915.

The following described property:

HORSES—One team of good working horses.

TEN HEAD OF CATTLE—Four cows, two fresh and the others coming in soon; one heifer, grade Hereford, 2 years old; one steer, coming 2 years; one yearling grade hereford heifer, one 3 months old hereford heifer, one 3 months old hereford grade; one cow 6 years old, fresh in December; one 8 months old hereford calf, one registered 8 months old Hereford extra good bull calf; one registered Poland China sow, cholera immune; one registered Poland China boar, 8 months, cholera immune; two Poland China brood sows, cholera immune; two Duroc Jersey brood sows, cholera immune; one 18 months old registered Poland China brood sow, cholera immune; seven shoats, 5 months old; 100 chickens, some Rhode Island Reds; one International corn cultivator, almost new; one riding corn cultivator, one Corn King manure spreader, one 16x16 disc harrow, one 3 horse gasoline engine, one Oliver gang plow, one 20-shoe drill, Ideal; one wide tire lumber wagon, one hay rack, one double buggy, one single buggy, one light sleigh, one double work harness, one 14 inch walking plow, 400 bushels University, No. 6 seed oats; 40 bushels seed barley, 400 bushels ear corn, some seed corn. Sale begins at 11 o'clock a. m.

FREE LUNCH AT NOON.

Terms: All sums of \$5 or under, cash; on sums over that amount, time will be given until Nov. 1st, 1915, on bankable notes bearing 8 per cent interest.

PETER O. SKUTLE, Owner. W. N. Davis, Auctioneer. Adv 2t

AUCTION SALE

Having sold my farm, I will sell at public auction on my place known as the old John Engman farm, two miles south of Kandiyohi, one mile south and five miles east of Willmar, on

THURSDAY, FEB. 11TH, 1915,

the following described property. Sale commences at 11 o'clock a. m.

TWO HEAD OF HORSES—One gray horse coming 11 years old, wt. 1,250 lbs.; one bay horse, coming 5 years old, wt. 1,400 lbs.

18 HEAD OF CATTLE—Six milch cows, some fresh and some coming fresh in spring; one heifer, coming 2 years; one steer, coming 2 years; three steer calves, four heifers, coming one year in spring; three small calves; six dozen chickens, eleven brood sows, bred to mule foot boar.

MACHINERY, ETC.—One narrow tire wagon with box, one single buggy, one 18-disc Van Brunt drill with grass seed attachment, two seasons; one Deering hay rake, one John Deere riding corn cultivator, one 18-ft. steel drag, one hay rack, one steel tank, one wheel barrow, some dimension lumber, some hardware lumber, one hog loader, one tank heater, 400 bushels corn, 4 bushels seed corn.

FREE LUNCH AT NOON.

Terms: All sums of \$10.00 or under, cash; over that amount time will be given until Nov. 1st, 1915, on bankable notes bearing 8 per cent interest. No property to be removed until settled for.

ED. CARLSON, Owner. P. B. Hong, Clerk. Peter Henderson, Auctioneer. Adv 2t

AUCTION SALE

As I have sold my farm, I will sell at public auction on

FRIDAY, FEB. 5TH, 1915,

in town of Willmar, Section 4, 3 miles north of Willmar, the following described property:

HORSES—One black horse, 4 years old, one black colt, 2 years old; one black mare, 3 years old; one gray mare, 7 years old; one colt, coming 9 months old.

CATTLE—Four cows, 2 fresh and 2 heifers coming in in the spring; six yearlings, three calves, two Shorthorn bull calves; three brood sows.

MACHINERY—One Flanders automobile, one McCormick grain binder, 6 ft. cut, nearly new; one Deering corn binder, one Deering mower, 5 ft. cut; one hay rake, 12 ft.; one shoe drill, 17-shoe; one pair bob sleighs, one pair light bobs, one cutter, one double cutter, one narrow tire wagon, one wide tire wagon, one hay rack, one hay truck, one hay bumper, one hay stacker, nearly new; one grass seeder, one corn sheller, one scale, one sulky plow, one walking plow, one disc, two corn cultivators, one single horse cultivator, one 4-horse drag, one National manure spreader, one loom, three sets of harness, some hay, one DeLaval cream separator, No. 12; some household goods and other articles too numerous to mention. Sale begins at 10:30 a. m.

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J. M. R. OLSON, Owner. W. N. Davis, Auctioneer. Adv 2t

AUCTION SALE

As I am going to leave this state, I will sell at public auction in Section 7, Town of Roseland, one mile north of the Roseland store, 8 miles southwest of Svea, on the farm known as the old Vos Farm, on

FRIDAY, FEBRUARY 5th, 1915,

commencing at 11 a. m. the following described property:

LIVE STOCK—One bay mare, 6 years old, wt. 1550 lbs.; one bay mare, 8 years old, wt. 1700 lbs.; one gray mare, 6 years, wt. 1600 lbs.; one black gelding, 6 years old, wt. 1650 lbs.; one bay gelding, 12 years old, wt. 1250 lbs.; one red cow, fresh in April, one red cow, fresh in April; three 3-year old heifers, fresh soon; one 2-year old heifer, two yearling steers, two graded bull calves, 1 year old; two fall calves, two dozen chickens, six brood sows, coming in in April, immune from cholera.

MACHINERY—One 8-foot Deering binder with truck; one 20-disc Van Brunt drill, one 16-shoe drill, one Deering mower, one Deering hay rake, one P. & O. corn planter, one 1-horse corn cultivator, one narrow tire wagon, two hay racks, one bob sleigh, one 12 pound steel tank, one fanning mill, one set double harness.

FREE LUNCH AT NOON.

Terms: All sums of \$10 or under, cash; over that amount time will be given until Oct. 1, 1915 on approved notes bearing 8 per cent interest, from date of sale.

JOHN VAN EGMOND, Owner. N. Vos, Auctioneer. H. J. Ramaker, Assistant. Adv 2t

AUCTION SALE

As I am going to quit farming, I will sell at public auction at the John Burns farm, joining Village of Kandiyohi, on

MONDAY, FEB. 8TH, 1915,

the following described property:

TEN HORSES—One bay horse, 7 years, wt. 1400 lbs.; one bay horse, 9 years, wt. 1400 lbs.; one bay horse, 7 years, wt. 1300 lbs.; one gray mare, 6 years, wt. 1350 lbs.; one black horse, 16 years, wt. 1400 lbs.; one sorrel horse, 17 years, wt. 1500 lbs.; one black horse, 5 years, wt. 1300 lbs.; one black horse, 7 years, wt. 1300 lbs.; one gray horse, 4 years, wt. 1300 lbs.; one gray mare, coming 5 years, wt. 1100 lbs.

HARNESS—Three sets working harness in good repair, two single harness, one set buggy harness, three set of fly nets.

23 HEAD OF CATTLE—12 milch cows, some fresh and others coming in soon; one bull, 2 years old; three heifers, coming 2 years; two yearling steers, two calves, three yearling heifers.

AUCTION SALE

Having sold my farm, I will sell at public auction on

WEDNESDAY, FEB. 10TH, 1915

the following described articles, on farm in Section 35, Town of Mamre, 1 1/2 miles northeast of Pennock, 6 miles northwest of Willmar:

One farm team, 9 years old, wt. about 2500 lbs.; three well bred Shorthorn cows, one 8 months old Shorthorn bull calf; one 2 months old Shorthorn bull calf; two yearling Hereford, one cow 4 years old, fresh in December; one cow 6 years old, fresh in December; one 8 months old hereford calf, one registered 8 months old Hereford extra good bull calf; one registered Poland China sow, cholera immune; one registered Poland China boar, 8 months, cholera immune; two Poland China brood sows, cholera immune; two Duroc Jersey brood sows, cholera immune; one 18 months old registered Poland China brood sow, cholera immune; seven shoats, 5 months old; 100 chickens, some Rhode Island Reds; one International corn cultivator, almost new; one riding corn cultivator, one Corn King manure spreader, one 16x16 disc harrow, one 3 horse gasoline engine, one Oliver gang plow, one 20-shoe drill, Ideal; one wide tire lumber wagon, one hay rack, one double buggy, one single buggy, one light sleigh, one double work harness, one 14 inch walking plow, 400 bushels University, No. 6 seed oats; 40 bushels seed barley, 400 bushels ear corn, some seed corn. Sale begins at 10 o'clock

FREE LUNCH AT NOON.

Terms: Time will be given on sums of \$10 or over on bankable paper to Nov. 1st, 1915. No property to be removed until settled for.

RASMUS RASMUSSEN, Owner. E. L. Thorpe Clerk. W. N. Davis, Auctioneer. Adv 2t

AUCTION SALE

I will dispose of on my farm at public auction in Sec. 3, Town of Edwards, 1 mile west of Priam, 6 miles northeast of Raymond and 8 miles southwest of Willmar on

SATURDAY, FEBRUARY 6, 1915

at 10 a. m. the following described property, to wit:

LIVE STOCK—One gray mare, 9 years old, wt. 1100 lbs.; one iron gray horse, 7 years, wt. 1400; two bay gelding colts, coming 3 years; one black mare colt, coming 1 year old; one mule colt, coming 1 year old; three 3 year old heifers, coming fresh in May; one 2 year old heifer, coming fresh in March; one 2 1/2 year old Shorthorn bull; one 9 months old Shorthorn bull; two 2 year old steers, one 1 year old steer, two 1 year old heifers, four spring calves, six brood sows, will farrow list of May, and seven fall shoats.

MACHINERY—One 8 ft. cut McCormick binder, complete, transportation and pole truck used two seasons; one 5 ft. cut McCormick mower, nearly new; one Dain hay stacker, one Dain hay sweep, one O. K. hay press, one 2-horse drag, one Fountain City 18-shoe grain drill, one wide tire wagon, one hay rack, one King shoveling board, one buggy, one J. L. Thompson gang plow, one set work harness and other articles too numerous to mention.

FREE LUNCH AT NOON.

Terms: All sums under \$10, cash; over that amount time will be given until Nov. 1st, 1915, on bankable notes bearing 8 per cent interest. No property to be removed until settled for.

ED. F. HANSON, Owner. W. N. Davis, Auctioneer. Adv 2t

AUCTION SALE

As I am going to quit farming, I will sell at public auction in section 31, town of Green Lake, 5 miles northeast of Willmar and 5 miles northwest of Kandiyohi, on

THURSDAY, FEB. 18TH, 1915,

commencing at 10 o'clock a. m., the following described property:

One mare, 15 years old, wt. 1400; one roan horse, 14 years old, wt. 1250; one bay team, 7 years old, wt. 2500; four good milk cows, 3 fresh and one coming in soon; three heifers, 2 years old, four steers, from 1 to 2 years old; four calves, 3 to 9 months old; six stock hogs, 60 chickens, one Deering binder, 6 ft. cut; two Deering mowers, one Deering hay rake, one Van Brunt, 20 disc drill, with grass seed attachment; one Peoria 17 shoe drill; one P. & O. corn cultivator; one Fuller & Johnson corn cultivator; one John Deere sulky plow, one Moline sulky plow, nearly new; one 4-horse drag, one disc harrow, one wide tire wagon, one narrow tire wagon, one single buggy, one platform buggy, one hay rack, one stock rack, one manure scraper, one road scraper, one pair of bob sleighs, one pumping engine and pump jack, one 15-barrel stock tank, one Milwaukee cream separator, nearly new; two sets of working harness, one set of light driving harness, nearly new; one thousand pound scale, two sets of fly-nets, one horse hide robe, one tank heater, three dozen grain sacks, 150 bushels seed oats, 150 bushels feed oats, 50 bushels seed barley, eight tons good hay, two cords of wood, household goods, one range, one hard coal heater, two iron beds with springs, six chairs, 1 cupboard, one bureau, one table, one churn, and other articles too numerous to mention.

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OLE HENDRICKSON, Owner. Peter Henderson, Auctioneer. Adv 2t

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MACHINERY—One 8-foot Deering binder with truck; one 20-disc Van Brunt drill, one 16-shoe drill, one Deering mower, one Deering hay rake, one P. & O. corn planter, one 1-horse corn cultivator, one narrow tire wagon, two hay racks, one bob sleigh, one 12 pound steel tank, one fanning mill, one set double harness.

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