

WILLMAR MARKET REPORTS

Corrected Wednesday Morning, Jan. 15th.

WILLMAR PRODUCE

GRAIN

Wheat, Red Spring, No. 1.....	\$2.03
Wheat, Red Spring, No. 2.....	2.00
Wheat, Red Spring, No. 3.....	1.92
Wheat, No. 1 Northern.....	2.08
Wheat, No. 2 Northern.....	2.05
Wheat, No. 3 Northern.....	2.01
Wheat, No. 4 Northern.....	1.97

Oats.....	51.57
Rye.....	1.40-1.45
Flax.....	3.03-3.18
Barley.....	75.82
Oil meal, per cwt.....	3.50
Corn was sold Monday at Minneapolis as follows: No. 3 yellow \$1.35-1.41.	
Other grades \$1.18 to \$1.25.	

Standard feed (per 95 lb. sack).....	5.60
Standard flour (per 49 lb. sack).....	2.85
Butter.....	71c
Eggs.....	63c
Bran.....	\$2.40

SHORTS

Hay (loose).....	\$15 to \$18
Potatoes, new, per bu.....	1.00
Cabbage, per lb.....	.3c
Beans, per lb.....	.3c

POULTRY, LIVE

Spring chickens.....	16c
Heavy hens.....	16c
Light hens.....	14c
Cocks.....	12c
Turkeys, dry picked, fat No. 1.....	32c
Turkeys, live.....	22-23c
Ducks (fat).....	18c
Geese (fat).....	16c

DRESSED POULTRY

Turkeys, dry picked, fat No. 1.....	30c
Old Tom.....	28c
Ducks.....	20c
Geese.....	18c

LIVE STOCK MARKET

Beef Cattle.....	\$7 to \$12
Calves.....	10.00 to 14.00
Hides.....	.12c to .15c
Hogs, live.....	\$13.30
Sheep.....	8.00 to 10.00
Lambs.....	12.00 to 14.00

NEW LONDON SAND AND GRAVEL

for Sale in Road lots. A. P. Bergeson, Willmar, Minn. 475

TRUCK ATTACHMENTS—We have two Smith Form-Truck attachments for Ford which we will sell at a bargain. Anyone figuring on a Ford Truck please call and see Dodge Service Station. 920

FOR SALE AT BARGAIN—One set of double driving harness, made to order; one Montana style cow boy riding bridge; one pair new neckyoke straps; one pair new harness. H. M. Burdick, Merchants Hotel, Willmar. 661

FOR SALE TO HIGHEST BIDDER—Complete Threshing outfit—Garrett engine, Northwest separator, McCormick corn shredder, will be sold to highest bidder. Insect rig on farm of August Johnson, 11 miles south of Atwater, Town of Lake Elizabeth. Mail sealed bids to Farmers State Bank, Atwater, Minn., before two o'clock p. m., Feb. 1, 1919. N. A. Peterson, August Johnson, Theo. L. Carlson, owners. 892

AUTOMOBILES

FOR SALE—One Ford Roadster, 1917.....\$425
One Dodge Roadster.....\$700
One Dodge Touring.....\$650
One Second-hand Buick.....225
DODGE SERVICE STATION
Willmar, Minn. 877

MISCELLANEOUS

WOODCHOPPERS—Will find work on my farm just North of Foot Lake. Will pay \$3.00 per cord. Call on L. O. Thorpe. 210

WANTED—To get in touch with party having \$2500 or \$3000 to loan on residence property now under construction. Address BUILDER care of Tribune. 918

BUSINESS LOCATION—Anyone interested in securing a good location for a house furnishing business, will please address No. 918, c/o Tribune for particulars. 918

STOLEN SLED—The party who took my sled in the alley adjoining H. C. Johnson's Confectionery last Wednesday forgot to return it. Will please put it back in its place at once and save himself trouble. Victor E. Johnson. 919

FOUND—A muff at Swedish Baptist church. Owner may inquire at 610 Second St. E., prove property and pay for this ad. Phone 601 J. 921

And 10 Cents Apiece, Tool! A perfect egg within an egg was found by Mrs. Amanda Varney of Vienna, Me. The outer egg measured 14 inches in circumference. 922

Professional Cards

Dr. Christian Johnson
PHYSICIAN AND SURGEON
Office in Johnson Block
Office Hours: 9-12 a. m.; 1-4 p. m.
1 Main Bldg. in the Country, Again
Phone 32, Willmar, Minn.

DR. OSCAR R. ZABR
Osteopathic Physician
METROPOLITAN BLDG.
WILLMAR, MINN.
Office Hours: 9:00 a. m. to 5:00 p. m.

R. W. STANFORD
LAWYER
REAL ESTATE, INSURANCE AND COLLECTIONS
Office in Old Post Office Building
WILLMAR, MINN.

Doctor C. W. RICHES
MEDICAL AND OSTEOPATHIC PHYSICIAN
Specialist in self, stubborn ailments.
Enlarged Tonsils, Curable External Cancerous Growths and many complaints of women are treated without the knife.
Consultation and correspondence free.
Pleasant Home for such as desire
2832 2nd Ave. S., Minneapolis, Minn.

DR. C. E. ANDERSON
DENTIST
Bank of Willmar Building
WILLMAR, MINN.

A. R. ENDERSBE
Licensed Veterinary Surgeon
and Dentist
Special attention to dental work.
Bring in your horses to Madison's barn. No war prices charged.
Residence, 113 E. Litchfield Ave.
Telephone 599 L. Willmar, Minnesota.

FOR SALE—MISCELLANEOUS
FOR SALE—Oak and mixed wood, for cash. Edward Peterson, Willmar, Rte. 5. 914
FOR SALE—Churchill Piano, \$225 if taken at once. Inquire at 727, 1st Street So. 925

SUITABLE LOCATION and opening available for a furniture business.
Inquire Tribune. 902

RAILROAD PROBLEM QUESTION OF STUBBORN FACT, NOT OF THEORY

McAdoo Favors a Five-Year Test Period in Which to Prove Which Is Better, Government Ownership or Private Ownership
Wisely Regulated Under Superior Authority
of Federal Government.

By W. G. McADOO.

The railroad problem is today one of the most, if not the most, important and vital domestic questions facing the American people. Our welfare and prosperity depend on its proper solution. Therefore it is peculiarly necessary that the facts regarding it be understood clearly; that it be settled not along partisan political lines nor in deference to the prejudices of any class; that the American people face the issue boldly and dispose of it as courageously as they have always done with every basic problem they have had to meet.

Let me say immediately that I have no pet theory to advance in discussing the settlement of the railroad question. At the present time I am neither an advocate nor an opponent of government ownership. But while my tendency is against government ownership and in favor of a wisely regulated private ownership under strong federal control, I am frank to say that I am not afraid of government ownership should experience, gained by the adequate test, prove that it is the best solution of the problem. We are living in a new day in America; the world is throwing off old shackles; we must do what seems best in view of ascertained facts regardless of preconceptions. I favor a five-year test period because I believe its results will tell us convincingly which is better—government ownership or private ownership wisely and adequately regulated under the superior authority of the federal government.

Calls Attention to Problem.
The recent suggestion I made to the congress for such a test under peace conditions has at least served to concentrate attention on the problem. Many of the attacks on the plan plainly have been dictated by selfish interests; others just as plainly are due to misunderstanding.

The suggestion most generally advanced by the opposition is that the roads be continued under government operation for the twenty-one months' period after the war, as provided by the present federal control act, and that during that time remedial legislation (there is an utter lack of agreement on the details of such legislation) be enacted to return the roads to their private owners.

There are two reasons why such a course is impossible; first, the roads cannot be operated successfully under the present act for twenty-one months with the prospect of their return to their owners at the end of that time approaching nearer every day; and second, no adequate and fair remedial legislation can be obtained within that time in view of the political situation and the lack of crystallization of the opinion of the nation as to what is the best permanent solution. In discussing these two points, I must be frank for the American people are entitled to frankness. This is their problem, and they are going to settle it sooner or later whether certain interests want them to or not.

The most serious obstacle to going on with the present system of federal control under existing limitations while the congress tries to work out remedial legislation is that of morale. Some purposely blind people appear to think this an idle argument, put forward to bolster up a plan. They do not know the situation. "No man can serve two masters."

Face Stubborn Fact.

The railroad officials and employees of the United States are only human. If they see the end of federal control rapidly approaching, with their positions and their future the constant subject of partisan political controversy, and with an entirely different system of control, which will vitally affect each individual employee, about to go in effect they naturally cannot work with undivided thought and at the highest point of efficiency; they will be thinking inevitably of the interests of the private owners whose employees they will soon become, and they will pay less and less attention to the government officials operating the roads. Where the interests of the private owners and of the government clash, as they unavoidably will in many cases, employees will hesitate which interest to serve. Confusion and lack of efficiency are bound to result. This is not theory; this is a stubborn fact that must face. Already signs of the difficulty are beginning to appear. With other forms of industry this might not be so serious, but the prosperity and even the lives of millions of Americans depend upon the discipline and efficiency of the American railroad machine. It would be a dangerous experiment truly to play with such an organism merely for fear of a bugaboo or for partisan political purpose or advantage.

Then, too, were the effort made to continue the present control under existing legislation, the railroads, from a physical standpoint, might stand still or even deteriorate during the twenty-one months' period. Without the co-operation of the railroad corporations, it is difficult under the present law to carry forward improvements or to obtain needed equipment. Already many of the railroads are resisting purchases of necessary equipment for their account. Many of the necessary improvements, such as joint terminals, while of great benefit to the public, are not related to some railroad corporations for competitive and therefore selfish reasons. Such improvements would result in great economies, without which it probably would be impossible to reduce passenger or freight rates during the twenty-one months' period. It is impossible to carry forward an adequate program of improvements and to demonstrate those operative economies which will cheapen transportation in a shorter period than five years.

I touch on such questions briefly in order that there may be no deluding of the issue by the injection of false premises. No discommodation will result to the traveling or shipping public by the extension of the period of federal control. The question merely

had than five years.

Must Keep Out of Politics.
I would prefer not to mention politics in connection with this problem, because primarily it is an economic question. But we must not be blind. The American people have been discussing the railroad for generations; almost every man in public life has gone on record on some phase of the subject. In 1920 there will be a presidential election. It is idle to suppose that under such conditions it will be possible during this or the next congress to secure calm and deliberate consideration of the ultimate solution of the problem, much less a fair and adequate permanent settlement. This vital question must not be settled in the heat or passion of partisan politics; it must be dealt with in the calm of an inter-presidential election period.

Some of the opponents of the suggested five-year extension of federal control appear to do so on the ground that the operating revenues during the year 1919 will be insufficient to pay the rentals guaranteed to the owners. They forget that most of the wage increases granted to employees took effect January 1, 1918, whereas the increased passenger and freight rates did not go into effect until six months later. If increased freight and passenger rates had gone into effect January 1, 1918, at the same time as the wage increases, there would have been no deficit. They also forget that the government took over the roads when they were completely paralyzed and when the greatest congestion of traffic in their history was upon them. It cost the government millions of dollars to clear up the congestion and get the railroads running again, and presently they also forget that blizzard followed blizzard, and that it cost much money to overcome their effects. They forget, too, that the price of coal, of steel, and of other supplies was far above normal during the past year. These added expenses all would have had to be met had the roads continued under private control, and to pay for them, rates would have had to be increased. Private operation for the past year would have failed utterly and the deficit would have been greater perhaps than under government management.

Economics Can Be Effected.

Under peace conditions, and with a period of five years of federal control assured, it should be possible to maintain existing wages and working conditions and to effect such economies, that reduction in rates, both passenger and freight, ought to follow within a reasonable time. Unquestionably economies can be effected under unified control that cannot be practiced under diversified control. Already the extra charge of one-half cent a mile for riding in sleeping cars, imposed as a war measure, has been removed, and other restrictions enforced by the war are rapidly disappearing. Unfortunately some of the opposition to the proposed five-year extension is based on dissatisfaction with service given the public during the war. It is argued that conditions have been bad, although this is not true. It can be stated as a fact, which cannot be successfully contradicted, that service has been greatly improved under federal control, in spite of the tremendous demands of the war needs have imposed. Here again it is forgotten apparently that the railroads were placed under government control for the purpose of winning the war against the German autocracy. The first duty was to move troops and war supplies. I have yet to hear a sound criticism of the manner in which that pressing war need was met. Millions of soldiers were moved safely and expeditiously to the seaboard, and from camp to camp. Foodstuffs, munitions and other supplies were rushed to ships at express-train speed. The American railroads during the past year have functioned for the war purpose. Civilian travel and ordinary business, while of necessity given secondary consideration, have been carried on extraordinarily well in the difficult circumstances.

But even in the conduct of ordinary business, the record made by the railroads shines by comparison with the record of private control in previous years when considered from the standpoint of important traffic. During the full of 1918, there was practically no congestion anywhere and we were still at war. Remember the congestion on the railroads in the crop-moving seasons of 1916 and 1917. Toward the end of 1916 conditions became so bad that the interstate commerce commission made an investigation. As a result, Commissioner McChord filed a report in which he said that "mills have shut down, prices have advanced, perishable articles of food, clothing, and other necessities have been destroyed, and hundreds of carloads of food products have been delayed in reaching their natural markets." Also that "long delays in transit have been the rule rather than the exception, and the operations of established industrial activities have been uncertain and difficult."

Became Simple Matter.
The accommodation of passengers in peace times, and the proper attention to the transportation of ordinary freight, become a comparatively simple matter once the larger questions have been disposed of. No practical, just and experienced man can honestly argue that government operation per se has caused bad service. Treadly needed trains are being reformed; crowded conditions are being remedied; rules made necessary by the war are being done away with.

I touch on such questions briefly in order that there may be no deluding of the issue by the injection of false premises. No discommodation will result to the traveling or shipping public by the extension of the period of federal control. The question merely

January Clearance Sale

Great Price Reductions on Ladies', Misses' and Children's Coats, Ladies' Furs, Dresses and Underwear

SALE BEGINS THURSDAY, JAN. 9th

This is an opportune time to buy your winter coat at a big reduction in price, just as cold weather comes on.

Big variety of the best styles and materials to select from. About 75 coats must be sold at once, and the big cut in prices will sell them quickly. We advise you to be on hand early as this is a rare opportunity.

Children's Coats Reduced as follows:

Regular Price—\$4.75	\$7.50 and \$8.00	\$10.00	\$12.50
Cut Price—\$2.95	\$4.95	\$6.95	\$7.95

Ladies' and Misses' Coats

Regular Price—\$15.00	\$22.50	\$25.00	\$32.50	\$40.00	\$49.50
Cut Price—\$10.95	\$16.95	\$17.95	\$24.95	\$32.95	\$42.95

Ladies' serge dresses, latest styles, at great price reductions. All Ladies' Tailored Suits sacrificed to effect a quick clearance. All Furs, Neckpieces and Muffs to be sold regardless of first cost. Ladies' fine quality fleeced union suits at clearance price, \$1.59.

The O. A. Sandven Company
THE LADIES STOREAMERICAN GUNS
SHOOT 30 MILES

Some of the Remarkable Achievements of the Participation in the World War.

Washington, D. C., Dec. 1918—"The American Navy has designed, built, and is now manning with bluejackets specially trained for land service, the largest and most high-powered mobile land artillery in the world," it is stated in the annual report of the Secretary of the Navy recently issued. The type of gun referred to is of fourteen inch calibre, hurls its projectile thirty miles, and can be moved from one end of France to the other, on specially designed railway cars on which the guns are permanently mounted, as easily as can field artillery.

In comparing this type of gun with the German long-range "freak" guns which fired on Paris, the report says: "They (the German guns) were built on permanent steel and concrete foundations which were eventually sought out by allied aeroplanes and the guns subsequently silenced. The shells were small and specially built for long-range flight. This fact reduced their military efficiency. The German long-range guns, while they had a certain moral effect, were without great practical military value. The American naval gun projectiles are approximately seven times heavier than the shells the Germans used against Paris."

Other recent achievements of the Navy Department, as shown by the report, include a special minelayer plant with a capacity of more than 1,000 mines a day. This plant has been established near Yorktown, Va. About 11,000 acres of land was needed for the enterprise.

In Brooklyn the Navy Department has built what is said to be the largest concrete storehouse in existence. The Navy has also installed in Annapolis the greatest high-power radio station in the world and in Washington has constructed two office buildings for war expansion one for the Navy Department and one for the War Department, which "considered as a group exceed in volume and floor space the other office building in the world regardless of type; indeed, it is thought that no existing office building is larger than either of these two." Time records were broken in the construction of these buildings. The total floor space of the two buildings is approximately 1,800,000 square feet, or more than 41 acres.

The several wings if joined end to end would form a structure 1.34 miles long, 60 feet wide and three stories high. A complete circuit of all the exterior walls would require a journey of four miles.

That American invention genius intends to take no chances with a foreign foe is indicated by the fact, as stated in the report, that the Naval Consulting Board has considered more than 110,000 ideas, inventions and devices submitted.

In his report the Secretary of the Navy pays the following tribute to the efficiency of the civil service system: "Under the law all navy-yard workmen to take no chances with a civil service, and the department desires to express its gratification and appreciation of the manner in which the Civil Service Commission met the emergency and by the creation of almost a new organization and the fearless cutting of all needless red tape has done all that was humanly possible to meet the Navy's demands for gunnery."

In the shortest practical time." It is not mentioned in the report, but a fact that the forces of employees at navy yards and naval artilleries, laborers and other civilian stations in the United States increased from about 20,000 to more than 100,000 during the nineteen months of America's participation in the war.

ROSELILLIAN

Rosellilian, Jan. 13.—A. O. Renstrom was a Willmar caller last Monday.

School commenced in Dist. No. 82 last Monday.

Mr. and Mrs. R. W. Julius are at present visiting friends in Willmar. Dr. Jacobs made a call at the E. Rosen's Tuesday evening. Mrs. E. Rosen is greatly improved now.

A. Leverenz was a county seat caller Tuesday.

Myrtle Renstrom spent a few days last week with friends and relatives at Olivia.

Wm. A. Lindquist made a call at the Ole Blomquist home Thursday.

O. Blomquist was a Willmar caller on Monday.

Clara Nelson left last Friday for her home in St. Paul after a few months stay at the home of her brother, Arthur Nelson of Lake Lillian.

A. O. Renstrom was an Olivia caller Wednesday.

Mr. and Mrs. Chas. Eastman and family were entertained at the Wm. A. Lindquist home last Sunday.

H. I. Aspaas was a county seat caller Tuesday.

Mr. and Mrs. Richard Ruebeck and son Martin have now moved to their future home on the Peter Lundquist farm.

Russell and Springer returned to Olivia last Friday after a stay on their farms at Lake Lillian.

A. O. Renstrom was a Kandiyohi county seat caller on Friday.

Martin Johnson and Edith Erickson families were entertained at P. M. Renstrom's Sunday.

Gerhard Linman was a Willmar caller last Tuesday.

J. L. Johnson was an Olivia visitor last Saturday.

Mrs. P. M. Renstrom and Mrs. Charley Eastman visited at the A. O. Renstrom home last Friday p. m.

The George N. Martin family were entertained at Elmer Halvorsen's Friday evening.

A number of young folks were entertained at the Albert Dahl home Thursday evening.

Mrs. Julius Miller and son Darwin are ill with influenza.

Pete McEae and Isaac Barber returned home last week from Atwater where they had spent several days at the Strong garage repairing cars.

Mr. and Mrs. Simon Jensen and children went to New London Thursday where they will visit relatives before returning to their home in Dakota.

Hazel Berglund is assisting her sister Mrs. Wayne Flanders with the home work.

Mending a Sagging Door.
It rattled the tidy nature of the handy man to have to pull and jerk at his door to open it, and then to have to coax and push to shut it. A door should fit in its frame, like a stopper in a bottle, he thought. A cursory examination disclosed that it struck at the bottom. Of course, if the swelling had been at the top, it would have been so easy just to plane off the surplus. But, at the bottom! He tried tightening the screws in the upper hinge, which were quite loose, but found the wood so soft that even longer screws would not hold. There seemed to be nothing to do but remove the upper hinge, dig out the soft wood and insert in its place a piece of new wood, which he had in the house. He did this, and the hinge screws firmly and prevented the door from sagging.

Maxims for Marksmen.
It is strange that the novice will almost invariably try to hit the bull's eye of a swinging target when it is at the center or in the lowest position. This is decidedly the incorrect method. The expert knows that the time to shoot is at the end of the swing. In fact, anyone will arrive ultimately at the same conclusion, for a little thought will convince him that a target is the more easily hit when at a standstill, or at the end of a vibration. The moving target as a rule has the largest bull's eye, and is often one of the easiest to strike, if you happen to know how. Simply aim at the point where the center of the target stops and wait till it returns. Then, bang!

(First Publication, Jan. 15.—4t.)
ORDER LITIGATION FILE TO FILE CLAIMS, AND FOR HEARING THEREON.
Estate of August H. Bjork, Decedent. State of Minnesota, County of Kandiyohi. In Probate Court.
In the Matter of the Estate of August H. Bjork, Decedent.
This is to certify that the day having been granted to C. W. Odell, H. I. Aspaas, and J. L. Johnson, all creditors of the above named decedent, to present claims against his estate, on the date of said day, at 2 o'clock P. M., in the Probate Court of the County of Kandiyohi, State of Minnesota, and the same hereby is fixed and appointed as the time and place for hearing upon and the examination, adjustment and allowance of such claims as shall be presented within the time aforesaid.
Let notice hereof be given by the publication of this order in the Willmar Tribune as provided by law.
Dated January 13th, 1919.
CLARA H. SKOOLHEIM,
(Seal)
Charles Johnson, Clerk of Probate.
Attorney for Administrator.

(First Publication, Jan. 15.—4t.)
NOTICE TO CREDITORS OF ESTATE OF ANNA JOHNSON, DECEDENT.
Estate of Anna Johnson, Decedent. State of Minnesota, County of Kandiyohi. In Probate Court.
In the Matter of the Estate of Anna Johnson, Decedent.
This is to certify that the day having been granted to the creditors of the above named decedent, to present claims against her estate, on the date of said day, at 2 o'clock P. M., in the Probate Court of the County of Kandiyohi, State of Minnesota, and the same hereby is fixed and appointed as the time and place for hearing upon and the examination, adjustment and allowance of such claims as shall be presented within the time aforesaid.
Let notice hereof be given by the publication of this order in the Willmar Tribune as provided by law.
Dated January 13th, 1919.
CLARA H. SKOOLHEIM,
(Seal)
Charles Johnson, Clerk of Probate.
Attorney for Administrator.