

NEW LONDON

April 18—The Misses Elvira and Malinda Larson spent Friday and Saturday at Willmar visiting a brother. Sheriff Bonde was in this village Wednesday on business.

Mrs. Lewis Thompson of Irving went to St. Paul this week to visit relatives.

Arthur Skoglund of Kandiyohi was here on business Wednesday.

Mrs. Frank Pond has the past week moved to the Clarence Fernelius farm three miles north of town.

Miss Frances Stauffer of Rochester, Miss Mabel of Darwin and Miss Edris of Belgrade spent Easter week with home folks, Mr. and Mrs. Sam Stauffer.

Mr. and Mrs. Victor Anderson returned to Glenwood Wednesday after a three day visit with friends in Irving. The New London Mill is running again day and night to keep up with the rush of work.

John Halvorson of Paynesville was a business caller here Tuesday.

P. B. Hong, president of the Kandiyohi County Bank of Willmar was in town on Tuesday attending to business interests here.

Mr. and Mrs. August Gustafson and daughter Mildred visited relatives in Kerkhoven on Saturday.

Frank Dilley of Foreston has been spending a week at the W. W. Barber home. He left on Monday for Willmar where he will be employed by the Willmar paving contractors.

Mrs. C. B. Swenson visited friends at Willmar a few days of last week. Miss Bernice Christopherson was in Willmar between trains on Wednesday.

Peter Ogren clerked at the Farmers store on Saturday.

T. C. Ullberg went to Minneapolis Wednesday to attend the school superintendents convention.

Miss Florence Monson went to Minneapolis Saturday to visit a short while before returning to her school work at Virginia.

The Farmers store shipped three cars of stock to St. Paul Tuesday.

Rev. H. J. Strand went to Willmar on business Wednesday.

Miss Eunice Broberg spent Tuesday to Saturday in Minneapolis.

Inge Simonson will return this week from a trip to Rochester and will resume work at the Big Store.

The St. Cloud to Willmar bus resumed its regular trips last week after the long winters lay off.

Mr. and Mrs. M. Butala and two children visited at Mrs. Butala's parental home at Melrose from Friday to Monday.

Miss Lily Jordin who is employed at Willmar visited at her home here over Sunday.

Mr. and Mrs. M. J. Van Vorst and Peter Broberg and O. A. Nelson visited at Calvin Payne's of Roseville on Sunday.

Miss Mariam Thonvold of Kerkhoven is visiting her grandparents, Mr. and Mrs. J. M. Monson.

The Misses Mildred and Mabel Johnson were Willmar shoppers on Saturday and guests of Belgrade relatives on Sunday and Monday.

Sam Langstrom is at Granite Falls assisting John Thorne in his newly acquired restaurant business.

Mrs. J. P. Olson, Mrs. C. E. Monson and daughter Meriam were Wednesday shoppers at Willmar.

Emma Christenson, Alice Mankell and Elvira Skavdahl returned to the Teachers Training college at Saint Cloud Monday after Easter vacations spent at their respective homes.

E. E. Lawson of Willmar visited his sister Miss Dora here Thursday and Friday.

M. J. Van Vorst and Harry Soland drove to the county seat Thursday to attend court sessions.

Supt. H. H. McNiven returned to his school duties here Monday after spending his vacation in Chicago and vicinity.

Alma Amundson is employed as assistant nurse at Sunnyside Hospital. Game Warden Ernest Olson and wife were callers here Thursday.

Mr. and Mrs. T. Kind and son Thomas of Willmar called on friends here Sunday.

Rouben Alquist of Dunwoody Institute spent part of his Easter vacation with friends at New London returning on Monday.

Mr. and Mrs. L. E. Covell and Mr. and Mrs. Frank Covell drove over to Atwater Sunday.

Miss Laura Fossum was called home from her school at Lake Andrew early last week by the serious illness of her mother, Mrs. Fossum, who is, however, much improved in condition now which we are pleased to know.

Miss Hazel Olson of Minneapolis spent Tuesday to Monday with her parents, Mr. and Mrs. Andrew Olson of Colfax. Miss Hazel is employed as a governess and is taking special night training for advancement in her work. Her mother accompanied Miss Hazel to Willmar on her return trip Monday.

J. M. Bolstad at the Big Store observed the advent of Easter by giving to the Saturday morning customers each a white carnation as long as they lasted.

The Brooten Band plan to give a concert in our village within the next month, benefit New London Band. Brooten's director, Mr. Hanson, is also New London's leader.

Miss Mildred Johnson is spending her Easter vacation at home with her parents, Mr. and Mrs. Elias Johnson. She will return to Macalester on Wednesday.

Mrs. T. Sevoid of Rolette, N. D. visited at the Mrs. Anna Nordlie home on Sunday and Monday. She had been in attendance at the Richard Skimland funeral at Belgrade Saturday. Mrs. Ole A. Olson of Belgrade accompanied Mrs. Sevoid on her visit here.

Miss Alpha Olson of Big Lake came up Friday accompanied by her friend, Miss Alma Hucky, to take advantage of good roads and good weather, to get her car out of winter quarters and returned to Big Lake, via auto, on Sunday.

Mrs. Ida Lund returned Monday from a visit since Friday in St. Paul with the Christ Ek family. Miss Alice Lund of Duluth joined her in St. Paul for a weeks visit with their several friends there.

Base Ball

A New London base ball team, composed of Clarence Jacobson, Ben Nelson, Stuart Fink, Clifford Bredberg, Burton Larson, Allen Nyberg, Oscar Anderson, Orlando Skele and Silas Severeid met Spicer on the latter's diamond Friday and defeated the neighbor boys 17 to 2. This said our men are good foundation for a first class team with plenty of practice and coaching.

Wrist Broken

We are very sorry to note that Elmer Rapp had the ill luck Saturday to break his wrist in a fall while trying to catch a fly ball in a base ball game. Dr. Hanson attended the patient. It was only this winter that a brother of Harry Rapp also suffered a serious fracture of an arm in a sled accident.

Lyceum Season Closes

The Hoosier Trio Concert closed the lyceum season here for 1922. The evening's proceeds amounted to \$23. The season's course has cost but a very little more than the amount of ticket sales. The school board were guarantors. The public has enjoyed a winter of good, clean entertainment and will look forward to another lyceum season.

Gravel Pit Activities

The McKusick pit, now known as the Willmar Washed Sand and Gravel Co., pit, will furnish the gravel and sand this season for the paving at Willmar. The Robbins Young pit is not yet operating, but Manager Granger is expected to arrive here on Wednesday and work at that pit will begin at once. Geo. May of St. Paul, the popular and genial cook for the crew, is already on hand.

Mr. Pelkey has begun the season's output at his pit and shipped the first car of gravel on Monday. Peter Bergeson of Willmar has arrived here to load sand also. He is said to be considering the erection of a cement block plant.

Married

Mr. Fred Ulrickson of Union Grove, Meeker County, and Miss Ruby Hagen of Irving were married at the Nor-

wegian Lutheran parsonage on April 13th, at 5 o'clock by Rev. E. M. Hanson. Dedrick Hagen and Miss Sena Ulrickson were the witnesses.

State Aid Road No. 17

The public highway extending east from the depot has been designated "State Aid Road No. 17" which means that it is a road to be worked upon and improved in part, by money apportioned to the county by the state from the state road fund. This is an old established road, but as it passes through a rough, hilly and sandy country, it has never been considered a really passable road. This community is surely highly gratified to know that our county commissioners have designated this as one of the roads upon which county and state money is to be expended with the view of making it a standard highway. The contract for the improvement of this road has been let to the contracting firm of Nelson, Falton and Nelson of Minneapolis for a consideration of \$20,500. This work is to begin at the depot and end at the schoolhouse in District 68, township of Irving. We understand that work will begin as soon as material and equipment can be assembled.

NORWEGIAN LUTHERAN CHURCH

Rev. E. M. Hanson, pastor
New London:
The confirmation class will meet next Saturday at 9:00 a. m.
Sunday school next Sunday at 10:00 a. m. Services at 11:00 a. m.
Young Peoples meeting at 8 p. m. Gaudal:
Services in Gaudal church next Sunday afternoon at 3 o'clock.

LEBANON LUTHERAN CHURCH

A. F. Almer, pastor
Services next Sunday at 11 a. m.
Sunday school at 10 a. m.
Evening services in English 8 p. m.
The confirmation class meets at 1:30 Saturday.
The Ladies Aid will be entertained next Friday by Mrs. J. M. Bolstad and Mrs. N. E. Nelson.
The following week, April 25 to 26, the Willmar District will meet.
Service in Swedish Tuesday evening at 7:30.
English service on Wednesday evening at 7:30.
Bible study Wednesday afternoon at 2:00 o'clock. All are invited.

FAHLUN

April 17—Mr. and Mrs. Willie Bjornberg have visited at the L. P. Felt home during the past week.
Miss Margaret Lundquist who returned to her work in Minneapolis on Monday spent the week end with Miss Ruth Harrison near Kandiyohi.
Mrs. Myrtle Goodyear and Miss Florence Johnson of Minneapolis spent Easter at their home here.
Mr. and Mrs. C. U. Peterson of Kandiyohi were entertained at the Elias Johnson home on Sunday.
Grandma Felt of Willmar is assisting at L. P. Felt's during Mrs. Felt's illness.
Mr. and Mrs. Walter Klint and little daughter visited at the Jim Smith home on Sunday.
Mrs. Carl Klint and children and Mrs. Walter Klint were entertained at the Chas. Lundquist home Friday afternoon.

THE RAILROADS and THEIR EMPLOYES

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An Awakening in Congress

Through processes established by the Transportation Act of 1920, the "value" of railroads has been increased approximately \$5,000,000,000 above the market value of all railroad securities. That is, as the result of the Transportation Act, it is now estimated that the railroads are worth \$18,500,000,000 instead of approximately \$13,500,000,000, the maximum estimate of the market value of railroad securities on October 17, 1921.

On this greatly inflated value, the Transportation Act requires the Interstate Commerce Commission to fix freight and passenger rates in an amount that would probably produce a return to the owners of railroad stocks and bonds equal to 5% or 6 per cent. Six per cent on \$18,500,000,000 will produce approximately the same returns to the railroad corporations as 8 per cent on \$14,000,000,000, the maximum market value of the railroads.

That members of Congress are beginning to "hear from home" is evident by the attention they are now paying to the railroad situation. The following are a few extracts from the Congressional Record of December 8, 1921, and indicate that Congressman Kendrick is availing himself of the opportunity to impress upon his associates the "true inwardness" of the Transportation Act:

Amendment of Transportation Act of 1920

Mr. Kendrick: Mr. President, a few days ago when the railroad funding bill was under consideration I submitted an amendment to that bill a copy of which I now send to the desk and ask to have read.

The Reading Officer: The amendment proposed by the Senator from Wyoming will be stated.

The Reading Clerk: On page 7, after line 2, it is proposed to insert the following new section:

Section 3. That paragraph (3) of section 15a of the interstate commerce act, approved February 4, 1887, as amended, is amended to read as follows:

"(3) The commission shall from time to time determine and make public what percentage of such aggregate property value constitutes a fair return thereon, and such percentage shall be uniform for all rate groups or territories which may be designated by the commission. In making such determination it shall give due consideration, among other things, to the transportation needs of the country and the necessity (under honest, efficient, and economical management of existing transportation facilities) of enlarging such facilities in order to provide the people of the United States with adequate transportation, and to the return upon capital invested in industrial enterprises, in order not to prejudice the interests of, or impose an unreasonable burden upon, or discriminate against shippers, producers, and consumers."

Mr. Kendrick, Mr. President, the amendment submitted by me, if adopted, would repeal that provision of section 15a of the interstate commerce act which requires the commission to establish rates that will enable the railroads to earn a fixed income of from 5% to 6 per cent, on the aggregate value of the property, without giving consideration to the interests of the shippers or the public. The amendment proposed would remove that arbitrary limitation on the commission in fixing rates, and thus make it possible for the commission, in considering the transportation needs of the country, not only to have regard for the interests of the carriers but to pay heed to the needs of the shippers and patrons of the roads as well as to the rights of the general public.

As the law stands today, with this guaranty clause in effect, the Interstate Commerce Commission has no choice but to levy a toll upon all industry sufficient to pay the railroads a fixed profit, though every other industry in the land may operate at a loss. If the guarantee clause is repealed by the adoption of my amendment, the Interstate Commerce Commission in passing upon any proposed modification of the rates will be free to determine whether the charge can be made without imposing an unreasonable burden upon the shippers and consumers.

The disproportionately high freight rates which the commission has been forced to levy because of the mandatory provision of this section have constituted one of the greatest factors contributing to the desperate economic conditions in which the country now finds itself. To carry out this provision of the law, on July 29, 1920, the commission, in a decision designated as Ex parte 74, directed an increase of freight rates amounting to 40 per cent in the Eastern group of roads, 25 per cent in the Southern group, 35 per cent in the Western group, and 25 per cent in the Mountain-Pacific group. This increase was in addition to a general increase of 25 per cent allowed during the period of government control.

According to evidence submitted at the agricultural inquiry, the average price of 15 commodities in August, 1920, at a time when prices had started to decline, was 95 per cent above the average five-year pre-war level, while freight rates were only 50 per cent above that level. During the year that followed this relationship was completely reversed, and, on August 1, 1921, the average price level on these 15 farm commodities was only 30 per cent above the five-year pre-war level, while freight rates were 90 per cent above that level. This, with the market price of farm products tumbling at an unprecedented and precipitous speed, the producer was called upon to pay a transportation charge three times greater than that which he had paid during the war. It was as though the producer had been called upon to pay a tax upon his losses. We have not hesitated to repeal the tax on excess profits because we have been told that its effect was to hamper industry, destroy initiative, and induce stagnation. We have reduced surtaxes because we have been told that they drive investment funds out of productive industry into tax-

empt securities. Having acted so promptly for big business and for wealth, is it possible that we shall deny to the farmers and ranchers of the country even the slight measure of relief that would be afforded by the repeal of the guaranty clause which, in effect, is a tax upon excess losses?

Figures submitted in evidence at the hearings on the grain and rate case before the Interstate Commerce Commission in August show that the price of corn on the basis of Chicago market quotations was, during that month, only 9 per cent above the 1913 level, while freight rates were 84 per cent higher, barley 13 per cent higher, while freight rates were 80 per cent higher; oats 1 per cent higher, freight 80 per cent higher; wheat 49 per cent higher, freight 66 per cent higher.

Having indicated the disastrous effect upon the agricultural and live stock interests of the country, it may now be shown conclusively that the increase of freight rates provided under the arbitrary provisions of section 15a have actually proved detrimental instead of beneficial to the railroads themselves. This increase in freight rates has operated to defeat the very purpose it was intended to serve. Instead of increasing revenue for the carriers, it has decreased the returns by limiting nearly every commodity carried by the railroads accurately reflects the condition of the live stock and agricultural producers, for, as prosperity departs from the producer, he ceases to be a purchaser of the materials which the railroads carry. This is rather clearly shown in a detailed report of freight commodity statistics of class 1 roads, prepared by the Bureau of Statistics of the Interstate Commerce Commission, an abstract of which I submit for the Record without reading.

This table shows that the number of cars of manufacturers' products and miscellaneous products, including merchandise of all kinds, was 855,006 less during the first six months of 1921 than during the same period in 1920. It will also be noted that there were 6,644,565 cars less freight moved during the first six months of 1921 than during the first six months of the previous year. In that fertile region west of the Mississippi, which produces practically all the surplus food products of the nation, the decline in the volume of freight was more than 2,500,000 cars in a single year. Agricultural products in that district fell off 154,192 cars, and live stock and live stock products decreased 136,029 cars.

The revenue in that district for the first half of 1921 was \$1,022,807,701, as compared with \$1,105,032,814, for the same period of 1920, a decrease of \$82,225,113.

Mr. Fletcher, Mr. President, may I interrupt the Senator?
Mr. Kendrick: I yield.
Mr. Fletcher: Was there a falling off in production, or was the falling off in the amount of business all occasioned by the high freight rates?

Mr. Kendrick: Undoubtedly the production of farm products was equal to that of the previous year; but, as I shall attempt to show, very many of the producers were unable to ship their products because the freight rates consumed the entire receipts for the products when they reached the market, a situation which made marketing prohibitive.

The statistics of the commission show that in the movement of hay alone from this western district there was a decrease of nearly 50,000 cars in the number shipped during the same period last year.

It will be seen from this table that every group of commodities shows a decreased movement. These figures tell a very convincing story of the restrictive influence that the unwarranted increase of freight rates has had on the orderly distribution of the products of the farm and factory. In order to appreciate that the cost of transportation has fallen with blighting force upon the productive capacity of the West, one needs only to see the thousands of tons of hay rotting in the stacks throughout that region because it can not be moved to market on account of the high toll taken by the railroads, and to listen to the many stories that are related by stockmen or exactions for freight and other fixed charges, which not infrequently during the past few months have absorbed as much, in any event, as 25 per cent of the gross returns which they received for their product at the market, and in not a few cases actually consumed the entire proceeds. * * *

A FARMER CURED OF RHEUMATISM

"A man living on a farm near here came in a short time ago completely doubled up with rheumatism. I handed him a bottle of Chamberlain's Liniment, and told him to use it freely," says C. P. Rayder, Patten Mills, N. Y. "A few days later he walked into the store as straight as a string and handed me a dollar, saying, give me another bottle of Chamberlain's Liniment; I want it in the house all the time for it cured me."—Adv. April

A Complete Cycle of Service

In directing the affairs of the Standard Oil Company (Indiana) the 7 men responsible for its management and success keep constantly before them the ideals of service which have animated the organization in its development.

They are ever mindful of the fact that the service rendered by this Company bears a close and intimate relation to the progress, success and prosperity of practically every other industry. And that it has a major bearing on many professional and highly specialized branches of business.

They recognize the grave responsibility of supplying petroleum products to those who use the internal combustion engine as a source of power, and to those who depend upon this Company to lubricate their equipment in such manner as to conserve the power and the machinery which it operates.

These are the major and more obvious services rendered, but equal attention is given to problems affecting an individual or a small group.

This service may take the form of expert advice as to the best method of lubricating a single machine, it may be something to reduce the labor of the housewife, or to assist the medical profession in serving humanity. It may be a new kind of pavement or a method to increase or conserve the food supply.

These are but a few of the hundreds of ways in which Standard Oil service, positive and clearly defined, is helping and adding to the efficiency and economy of business generally.

As an example of how far this service is carried, we may mention the recently developed burning oil, Neolite, which supplies a growing demand for an oil used primarily in incubators and brooders, where a steady, unvarying heat must be maintained over a considerable period of time. To those who use incubators and brooders, Neolite is of great value.

While it is probable that the sales of this product will never attain a large volume, the Standard Oil Company (Indiana) adds it to its long list of useful products that it may further discharge its obligation in rendering a complete cycle of service to 25 million people of 11 Middle Western States.

Standard Oil Company

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