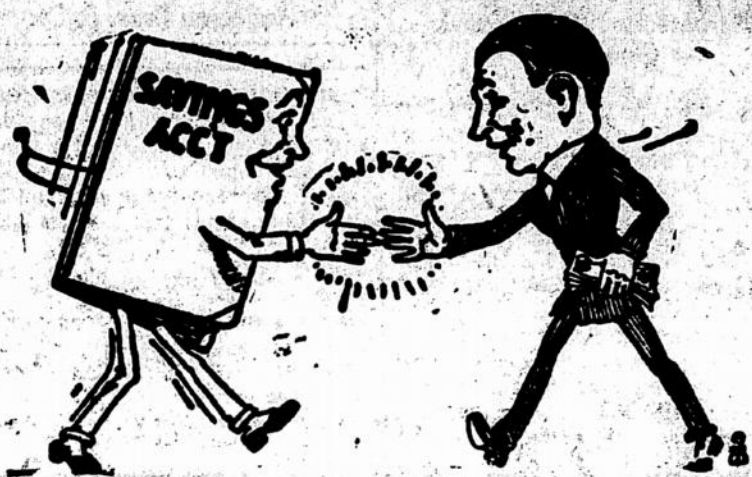


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WILLMAR TRIBUNE

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Do a little hard thinking the next four weeks and be sure that those little crosses you will make in the election booth will stand for your own interests and for the interests of your children. You have repeatedly given your votes to a political organization that has promised much but have been unable to do any more for you than conceded by the masters of industry, commerce and finance, to whom they also owe allegiance. Why not try an organization that is financed and backed by the common people themselves?

DO NOT DIVIDE VOTE

Henrik Shipstead as candidate for governor two years ago received 281,402 votes, to 81,293 cast for Hodgson, democrat, who by the way was high man on his ticket. The least number cast for a Farm-Labor candidate was 177,256 for R. R. & W. Commissioner, and the least number received by a Democrat was 53,738 for Attorney General. Still some newspapers try to make out that Olson and Indrehus have the best chance of defeating Kellogg and Preus. Any progressive who votes for Mrs. Olson and Edw. Indrehus helps Kellogg and Preus just that much. It is too bad that these two sets of candidates should be out appealing for progressive votes, but as the committees have failed to get together in the interest of the progressive cause, it remains for the rank and file to use better judgment and give their solid vote to Shipstead and Johnson as the most likely candidates to defeat reaction.

WHAT MAGNUS WILL DO

In his speech at St. Paul last Monday night, Magnus Johnson, Farmer-Labor candidate for governor, said: "Years ago the politicians made no promises at all. But the farmers and the workers began to awaken. As we gained more power in the legislature and voted more solidly the politicians began making promises. They are out now doing some of the things that we would have done long ago. They are still far behind us."

"While they are talking diversified farming, we are far ahead, urging not only that but a comprehensive progressive program including state-owned public utilities and state credit for the farmers. Two years ago the politicians taught cooperation and the tonnage tax. When they were elected a tonnage tax law was put through that levied only a small tax on the iron industry. That is their system, they go only half way, just enough.

they think, to satisfy part of the people so that they will be re-elected.

"If I am elected I will pledge that, though I may not have the classical education of Mr. Preus, I will use common sense in administering the office, and not follow the dictates of the state interests."

"I will veto the state police bill if it is put thru the legislature, and I will cut out unnecessary state departments. The large number of inspectors will be reduced. They are now nothing more than political henchmen going about the state campaigning for the present administration."

That Magnus means what he says and will do what he can to carry out his promises no one who knows him doubts for a minute.

WATER POWER GOING

The people will wake up some of these days and find that all the water rights along the harnessed rivers have been acquired by private interests. Others who fondly imagine that they are shareholders in some big water-power company will find that they own some transmission lines only and that whatever water power they have is only leased. For several years back a systematic but quiet plan has been pursued buying and selling farms along river banks, the selling differing from the buying in that a clause reserving the water rights has been inserted in the deed. The water-power trust of today which is said to have the most powerful lobby at Washington will in the future be more important than the coal combination of our day, for the "white coal" will eventually supercede the black coal in many of its functions of furnishing heat, light and power. One of the most far-sighted public men of today in Minnesota is Mayor Leach of Minneapolis who is making a fight for the public's right to use for its own benefit the dam which has been built by the people's money between St. Paul and Minneapolis. It is a sad commentary upon the statesmanship of our public men that little effort has been made to develop for the public benefit the vast power which is now wasted every day in our big rivers.

COLLINS AND CHASE

Lieut. Gov. Collins and State Auditor Chase will speak on the political issues of the day at the courthouse at Willmar Oct. 17.

CANDIDATE HERE

I. B. Anderson, county treasurer of Swift county, was a visitor in the city on Monday. He was accompanied by Mr. Sivert Simonson. Both motored here from Benson. They visited with Mr. N. O. Nelson.

Mr. Anderson is a candidate for reelection at the coming fall election.

VIKOR Y. P. S.

The Vikor Y. P. S. of the Solomon Lake church will hold their October meeting on Friday evening of this week in the church basement. A program will be rendered and refreshments will be served. John Olson and J. J. Rykken families will serve. Everyone cordially invited.

THE PAVEMENT CLEANING ISSUE

The matter of providing a pavement cleaning apparatus was not decided by the city council at last Monday night's meeting. All bids were rejected and a more comprehensive call issued for bids to be received at next regular meeting. The issue is between providing a temporary expedient in the form of a horse drawn sweeper or a more expensive motor driven machine. In case of the latter, whether a sweeper or a flusher. A flushing machine also carries a very efficient sprinkling attachment, so that in daytime it could be used for sprinkling the streets of the city and at night for flushing the pavement.

PLAY MADISON
HERE ON SUNDAYWillmar Challenged By Twin City
Teams For Game There

The Willmar football team by its two victories over Benson and the draw game with Redwood Falls, has created a reputation which has even caught the eyes of two strong Minneapolis teams, The Oaks and the Liberties. A telegram and a telephone call was received yesterday by Walter Erickson, manager of the Willmar team, in which they invited Willmar to Minneapolis for a game next Sunday. As Madison will be played here Sunday it will be out of the question to fill that date. Another date may be agreed upon however.

Willmar has this year built up quite a strong aggregation and it is taking its place as one of the best in the state. It contains both college and high school stars and has shown a high class brand of ball this season.

Madison will be here Sunday for the fourth game of the season for Willmar and its second home game.

A large crowd is expected to turn out for this game. The boys indeed deserve a boost and the support of local fans.

DOCTOR BY AIRPLANE

N. O. Johnson, of Kandiyohi township, brother of our county attorney, Charles Johnson, has been critically ill during the last two weeks. Last Wednesday, Dr. Oliver Porter, who is attending him, called in a specialist from Minneapolis who arrived by airplane in an hour's time. The machine first alighted at C. A. Berg's place but after getting their bearings more closely flew up and alighted at the Johnson home. This is the first instance of using an aeroplane to bring a doctor on a case in this county as far as we know. Mr. Johnson is reported as being better at this writing.

WHO CAUSED THE
BIG WRECK?

Read This and Then Enthuse For Kellogg and Volstead If you Can

By BASIL M. MANLY

(Director People's Legislative Service, Washington, D. C.)

Two years ago this autumn, American agriculture and a large section of American business were wrecked in a disaster almost without parallel in the annals of the commerce and industry of the United States. Some are still buried under the wreckage, while others are just regaining enough consciousness to ask what hit them.

No wonder! The disaster all came out of a clear sky as far as the ordinary man could see. Do you remember what a wonderful year 1920 seemed to be? Demobilization was completed at last, the great steel and coal strikes which had torn the country to pieces, were over, American industry was settling down on an even keel after passing through the financial whirlpools of the past winter, labor efficiency was rapidly increasing, the fields were green with bumper crops, everybody was bending to work in response to the slogan, "Produce, Produce, Produce,"—which every commercial booster was shouting at the top of his voice, and prophets of prosperity like Charlie Schwab were predicting the greatest boom in history.

Everybody was on the boom wagon and it was flying down the road at 60 miles an hour, kicking up such a cloud of gold dust as the world never saw.

Explaining the Crash

Suddenly there was a crash and most of the passengers found themselves in the ditch more dead than alive. When the passengers woke up—the farmers, industrial workers and small business men—they asked what had happened. "Nothing much," they were told, "Europe stopped buying and the machine ran out of gas." This sounded good, but it didn't fool anybody. They knew that when an automobile ran out of gas, it didn't wreck itself in the ditch, but just slowed down, easy like, and stayed in the middle of the road. They figured that when a financial machine ran out of power because Europe or somebody else stopped buying it, would slow down the same way. They also found a little later that the whole story was a fake, because Europe hadn't stopped buying, but actually bought more wheat during the latter part of 1920 and the early part of 1921 than ever before in the history.

Then a little man who had been watching everything spoke up and told just how the wreck occurred. He said, "She was running along fine, making about 60 miles an hour, I guess, when I saw that fat fellow on the front seat, the one they call 'Big Business,' reach down and grab the hand brake and jam her on so quick he locked both driving wheels and she skidded into the ditch and turned upside down. I guess 'Big Business' figured that, sitting up on the front seat between those government officials that were doing the driving he wouldn't get hurt. He was right! He didn't even get a scratch."

Putting Brakes On

They found the little man was telling the truth. When they went over and investigated the wrecked machine they found the brakes set on both

driving wheels just as he said. When they looked a little closer, they found that one of these driving wheels that made the whole American commercial machine go, was named "Credit," and the other was named "Transportation." As soon as they saw this everybody began to understand just what had happened and to remember that they, too, had seen the brakes slapped on those driving wheels, just as the little man said. They recalled how freight rates under the Esch-Cummins railroad law were made so heavy that wheels of traffic could hardly turn and how bankers in cities and small towns, getting under orders from "higher up," suddenly began to call loans and to refuse all credit for carrying crops and merchandise, so that farmers and small business men all over the country were ruined and the savings of a lifetime were wiped out overnight.

This may sound a bit fanciful at first, but if you will think it over, you will find it a pretty accurate picture of just what really happened.

Almost everybody now knows what happened to credit, because this oc-

curred right under their eyes and the local bankers as a rule told the folks just how the big fellows had sent the word down thru the federal reserve system that it was time to deflate. But a lot of the people don't understand yet just what happened to the railroads or what this had to do with their prosperity.

Effects of Esch-Cummins Law
Thirty-one months have passed since congress enacted the Esch-Cummins railroad law—officially known as the "Transportation Act of 1920."

[Blinded by false railroad propaganda, the senate and house threw to the winds every economic and political principle that had in the past guided the development and regulation of American transportation, and voted like sheep for a bill which had been drafted by the great financial interests that control the railroads. Every important feature of the so-called Esch-Cummins law is to be found in the testimony of T. De Witt Cuyler, chairman of the Association of Railway Executives, and spokesman for the New York banking group. There were dozens of witnesses representing

farm organizations, business organizations and labor organizations, who presented carefully considered plans for the solution of the American railroad problem, but they didn't count when it came to drafting the law. For all practical purposes, Cuyler was the only witness. Moreover, Cuyler and other railroad representatives "sat in" while the bill was being drafted and were consulted even about minor amendments.

Now the important thing to note about Mr. Cuyler is that while he is chairman of the Railway Executives' association, he is not a railway executive and never has been. He is a lawyer. He holds this enormously powerful position only because he has been put there by the Morgan-Rockefeller-Kuhn-Loeb banking group.

Part Kellogg Played

If space permitted it would be easy to put Cuyler's proposals and the final Esch-Cummins law in parallel columns and show that they are identical in every important feature. But it should not be understood from this that Cuyler put the bill through congress single-handed. By no means.

He had able assistance. Assembled around him as chief spokesman was the greatest crowd of lobbyists ever seen in Washington. The Wall Street Journal said editorially at the time that the capital corridors were so crowded with 57 varieties of railroad lobbyists that they trod on each other's toes.

And there were other helpers. Chief among these was the Honorable Frank B. Kellogg, the famous "trust buster," who busted the Standard Oil trust so hard that they made a billion dollars out of the fake dissolution. Kellogg was a member of the senate interstate commerce committee which had charge of the bill, and it was he who always knew exactly what the railroads wanted and saw that they got it. He was the line of communication between Cuyler and the committee and between Cuyler and the republican leaders in the senate at every stage of the fight. If the whole truth were known, this railroad law—the "Crime of 1920"—would be called the Cuyler-Kellogg act, because it was these two, more than Esch and Cummins, who really shaped it and forced it through.

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