

## Crop Time--

Is almost here. Do not delay getting your farming tools in shape. Order those extras today.

Our grocery stock is up-to-date, and our prices are as low as the unsettled conditions of the market will permit.

Kenna Lumber Co.

## Shelled Corn Cake and Posts

We have just received a car of shelled Northern Corn and are prepared to make you very close prices on the same.

We have a good supply of Cake and Cotton Seed Meal on hand, and are selling it right.

We can supply you with posts in any quantity. Come in and see us before buying.

The Kenna Supply Co.

## Listen Here Spring Time is Coming Everybody Wants a New Rig

We are receiving lots of New Spring Goods, Dress Goods including Gingham, Percale, Poplin, Lawn, Linen, Voile Flax-on, Dimity, Pique, Silks, Etc., Dress Trimmings, Ladies Slippers, Ladies Trimmings, Misses and Ladies Underwear, in fact everything to dress you out new.

### Closing Out Articles

We have a limited supply of Men's Ready Made Suits which we are closing out at wholesale factory cost. Also a nice line of Men and Ladies Elgin, Waltham and Standard Watches—All in 10, 20 and 25 year cases. Guaranteed these watches go at factory cost.

### FLOUR

We are just in receipt of a car of Wichita's Best Flour which is giving excellent satisfaction

Everything in groceries which we can buy at living figures. Get your supply now while prices are right. They may seem a little high now, but they will look cheap compared with what seems to be coming.

We want all of your Produce, Eggs, Chickens, Cream, Butter, Dry Hides, Etc. Will always pay you the best market. Don't forget to call for Aluminum Coupons in case we overlook them.

**L. C. DENTON**  
General Merchandise.

### NOTICE OF CONTEST

Department of the Interior, U. S. Land Office at Fort Sumner, N. M.

To J. Frazier McCord, of record address, Bynum, New Mexico. Contestee:

You are hereby notified that Miles P. Murphy, who gives Olive, N. M., as his post office address, did on Feb. 27th, 1917, file in this office his duly corroborated application to contest and secure the cancellation of your Homestead Entry, Serial No. 622263 made April 7, 1916, for NE 1/4 Section 15, Township 5 S., Range 2 E., N. M. P. Meridian, and as grounds for his contest he alleges that you have wholly abandoned said land for more than three years last past; that you have not resided upon or cultivated any part thereof during that time; that your absence is not due to your employment in military service rendered in connection with operations in Mexico, or along the borders thereof, or in mobilization camps elsewhere, in military or naval organizations of the United States or the National Guard of any of the several States.

You are therefore further notified that the said allegations will be taken by this office as having been confessed by you, and your said entry will be cancelled thereunder without your further right to be heard therein, either before this office or on appeal, if you fail to file in this office within twenty days after the FOURTH publication of this notice, as shown below, your answer, under oath, specifically meeting and responding to these allegations of contest, or if you fail within that time to file in this office due proof that you have served a copy of your answer on the said contestant either in person or by registered mail. If this service is made by the delivery of a copy of your answer to the contestant in person, proof of such service must be either the said contestant's written acknowledgment of his receipt of the copy, showing the date of receipt, or the affidavit of the person by whom the delivery was made stating when and where the copy was delivered; if made by registered mail, proof of such service must consist of the affidavit of the person by whom the copy was mailed stating when and the post office to which it was mailed, and this affidavit must be accompanied by the postmaster's receipt for the letter.

You should state in your answer the name of post office to which you desire future notices to be sent to you.

A. J. Evans, Register.

Date of 1st insertion, March 30, 1917.  
" 2nd " " April 6, 1917  
" 3rd " " 13, 1917  
" 4th " " 20, 1917

### LARGEST OF AMERICAN CATS

Jaguar Not Only Holds Championship in Size, but He Is Also Hand-somest of His Class.

The jaguar or "el tigre," as it is generally known throughout Spanish America, is the largest and handsomest of American cats. Its size and deep yellow color, profusely marked with black spots and rosettes, give it a close resemblance to the African leopard. It is, however, a heavier and more powerful animal. In parts of the dense tropical forest of South America cou-jaguars occur, and while representing merely a color phase, they are supposed to be much fiercer than the ordinary animal. Although so large and powerful, the jaguar has none of the truculent ferocity of the African leopard. During the years I spent in its country, mainly in the open, I made careful inquiry without hearing of a single case where one had attacked human beings.

In one locality on the Pacific coast of Guerrero I found that the harder natives had an interesting method of hunting the "tigre" during the mating period. At such times the male has the habit of leaving its lair near the head of a small canyon in the foothills early in the evening and following down the canyon for some distance, at intervals uttering a subdued roar. On moonlight nights at this time the hunter places an expert native with a short wooden trumpet near the mouth of the canyon to imitate the "tigre's" call as soon as it is heard and to repeat the cry at proper intervals. After placing the caller, the hunter ascends the canyon several hundred yards, and gun in hand, awaits the approach of the animal. The natives have many amusing tales of the sudden exit of startled hunters when the approaching animal unexpectedly uttered its roar at close quarters.—E. W. Nelson, in the National Geographical Magazine.

Every now and then an old-fashioned train robber appears to show that not all the American criminals have degenerated into food comorants.

This country has nearly three times as many telephones as Europe, but we need them. We're not too mad to talk to one another in this country.

When a woman has on a pair of nifty boots and an extra high skirt, it really doesn't matter what sort of hat she's wearing. Nobody notices that.

One problem which no one has attempted to decide is whether if there are inhabitants on Mars, they are as warlike as our own belligerent planet.

## RAILROAD SITUATION IS NOW LARGELY UP TO CONGRESS

Must Share Responsibility in  
Future Development.

### ROBERT S. LOVETT'S VIEWS

"Unification of Regulation Is Essential." A Complete, Harmonious, Consistent and Related System Needed—Federal Incorporation of Railroads by General Law Favored.

Washington, March 26.—Responsibility for the railway development of the country, for providing necessary trans-

### Neutrality Not Possible Owing to U-Boat War.

London, April 3 (7:15 p. m.)—President Wilson's speech has made a tremendous impression in admiralty circles, particularly that portion referring to the impossibility of continuing armed neutrality when the Germans threaten to shoot armed guards in case of capture.

While not desiring to give an official expression regarding the policy of the admiralty respecting the arming of merchant ships, a naval official of high rank expressed the general feeling of the British navy to the Associated Press in the following statement.

"The president in his speech referred to the fact that armed neutrality was rendered impossible in view of the fact that the German authorities had threatened to shoot as pirate the armed guards on merchant ships.

"The murder of Captain Fryatt has neither been forgotten nor forgiven and the death of his officer has been repudiated by all neutral powers.

"The right of arming merchant vessels for defensive purposes dates back to times immemorial, and as a policy has never been disputed. The arming and using of merchant vessels for offensive purposes was an action necessitated by the operations of German submarines.

"German submarine warfare has been directed almost exclusively against the merchant vessels, noncombatants and women and children. Arming merchant vessels for offense has therefore been necessitated in the same manner and for the same reason that a man arms himself when hoodlums threaten him."

### Thought Austria Decided Break With America

The Hague, April 4.—Austria, it is understood, has decided to break relations with the United States as soon as the latter declares war on Germany. This decision came following the Homburg conference.

### Many Artisans Are Wanted.

Washington, April 4.—The war department has issued an appeal for twenty thousand artisans for the quartermasters' service. The department wants to begin training them immediately.

FORBES  
Auctioneer  
CLOVES

portation facilities to care for the growing business and population of the country, now rests largely with congress and not entirely with the railroad managers. This was the statement of Judge Robert S. Lovett, chairman of the executive committee of the Union Pacific system, to the Newlands joint congressional committee when that body resumed its inquiry into the subject of railroad regulation this week.

In making this statement of the changed conditions of the railroad situation Judge Lovett undoubtedly had in mind the decision of the supreme court on the Adamson law, handed down last week, which establishes the right of the federal government to fix railroad wages and to prevent strikes. This decision is regarded by railroad men and lawyers as marking an epoch in the development of transportation in the United States.

"We have our share of responsibility," said Judge Lovett, "but it rests primarily on congress. When the government regulates the rates and the financial administration of the railroads, the borrowing of money and the issuance of securities it relieves the railroad officers of the responsibility of providing and developing transportation systems, except within the limits of the revenue that can be realized from such rates and under such restrictions.

"For a country such as ours, for a people situated as we are, to blunder along with a series of unrelated, inconsistent, conflicting statutes enacted by different states without relation to each other, instead of providing a complete and carefully studied and prepared system of regulation for a business that is so vital to the life of the nation, is worse than folly."

He summed up the present problems and difficulties of the railroads as follows:

First.—The multiplicity of regulations by the several states with respect to the issue of securities, involving delays and conflicting state policies generally dangerous and possibly disastrous.

Second.—The state regulation of rates in such a manner as to unduly reduce revenues, to discriminate in favor of localities and shippers within its own borders as against localities and shippers in other states and to disturb and disarrange the structure of interstate rates.

Third.—The inability of the Interstate Commerce Commission, whoever the commissioners may be, to perform the vast duties devolving upon it under existing laws, resulting in delay—which should never occur in commercial matters—and compelling the commissioners to accept the conclusions of their employees as final in deciding matters of great importance to the commercial and railroad interests of the country.

Fourth.—The practical legality that has been accorded conspiracies to tie up and suspend the operation of the railroads of the country by strikes and violence and the absence of any law to compel the settlement of such disputes by arbitration or other judicial means, as all other issues between citizens in civilized states are to be settled.

Fifth.—The phenomenal increase in the taxation of railroads in recent years.

Sixth.—The cumulative effect of these conditions upon the investing public, to which railroad companies must look for the capital necessary to continue development.

"We believe that the unification of regulation is essential," said Judge Lovett, "and that with the rapid increase of state commissions in recent years congress will in time be compelled to exercise its power in the premises. To unify regulation there should be a complete, harmonious, consistent and related system. We believe the best, if not the only practical plan, is the federal incorporation of railroads by general law, which will make incorporation thereunder compulsory, thus imposing on all railroad companies throughout the United States the same corporate powers and restrictions with respect to their financial operations and the same duties and obligations to the public and the government, so that every investor will know precisely what every railroad corporation may and may not lawfully do."

Judge Lovett contended that the solution of these problems and difficulties rested with congress. He told the committee that under the constitution the authority of the federal government is paramount, that congress has the power to legislate for a centralized control of railroads under federal charters and that it only remains for that body to exercise that power.