

APPLIES HERE TOO.

We wonder if the farmers realize the amount of trouble and expense the merchants of Litchville have undertaken to get the railroads to open the branch and forward us the 22 cars of fuel ordered months ago. But some will say, "Oh, they sell coal and wood and will make money out of us when it comes!" but this is wrong. Every day since last Wednesday the merchants have met and telephoned and telegraphed; 'phoning to LaMoure and sending telegrams from there, when the local telegraph line was not in working order, and Valley City telephone line down, but not a fuel dealer was present at these daily meetings and not a message was sent by those who sell fuel—all this was done by the merchants in other commodities, who did their duty as citizens to relieve the fuel shortage which is more severe in the country than in town. It will be noticed that Sears, Roebuck & Co., Montgomery-Ward & Co. and other mail order houses do not give a darn whether the farmers have fuel or not. Burn the big catalogues and henceforth stand by those who stood by you in the winter of 1906-07.

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On this branch of the N. P., there are no water tanks. Two iron syphons have heretofore supplied the locomotives with water, but both of them froze up and bursted. So it is necessary for engines to melt snow and this necessitates a stop of from 5 to 6 hours while doing it. This only another splendid illumination of modern railroading according to Jim Hill methods. It was a sad, sad day when the N. P. got into the clutches of the Great Northern management.—
Litchville Bulletin.