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CONVENTION OF CATTLE RAISERS WAS IN SESSION

Estimated that Five Thousand Visitors Have Been Brought to the City by Twenty-ninth Annual Meeting of the Texas Association

ANNUAL REPORTS OF COMMITTEES RECEIVED

All Show Organization in Flourishing Condition—Over Three Hundred and Fifty Members Have Been Received During the Past Year

(Tuesday's Proceedings.)

Promptly at 10:30 o'clock this morning Dr. William Caldwell, pastor of the First Presbyterian church of Fort Worth, opened the Twenty-ninth annual convention of the Texas Cattle Raisers' Association with prayer, in which he invoked divine blessings upon the deliberations of the proceedings.

Greenwall's opera house was well filled with the stockmen, many of whom were accompanied by their wives and daughters.

The convention was called to order by President W. W. Turney of the association.

Dr. Caldwell was followed by Mayor T. J. Powell of Fort Worth, who welcomed the cattlemen by saying it was a pleasant duty for him to welcome the stockmen, who comprise this distinguished body of men. He said the people of this city and those who compose the association are inseparably bound together.

Mayor Powell said that the men who pilot the affairs of this association, who represent the great wealth of this country, are men of strong character, which is characterized by the success they have attained in expanding the cattle industry. Two things are necessary to make a great city like Fort Worth. One of these is the railway terminals in Fort Worth and the other is the encouragement that has been given the cattlemen.

The mayor told of the work of Fort Worth to make the railroad facilities just what the cattlemen wish them, and he was pleased that these efforts have brought about that realization.

The mayor then spoke of the great state of Texas and said it was now fifth in population in the union and that in 1950 it will be the Empire state in population and wealth in the United States.

He spoke of the hardships endured by cattlemen in the early days to make Texas the greatest state in the union.

"You have laid the foundation for a state that in my opinion will in 1950 boast a population of at least 166,000,000 people," said Mayor Powell.

GEORGE THOMPSON'S ADDRESS

Attorney George Thompson, in behalf of the Board of Trade, said:

"Gentlemen of the Association: When you were with us last, the citizens of Fort Worth executed in your favor their promissory note, payable in the current funds of hospitality, best wishes and efforts to make your meeting one of pleasure and success.

"That obligation is now due, and I am delegated by the business interests of Fort Worth to say, that the funds for payment are ready, and ask you to make your draft accordingly. No security was demanded on this obligation, and it is one so pleasant to discharge, we ask you to draw your checks without limit or fear of overdraft, while the entire citizenship of Fort Worth again extends to you a most cordial welcome. When we inspect the directory list of our banking institutions, behold so many of our splendid business blocks and buildings, point out our most beautiful residences, and comprehend who it is that has added so much to the material welfare and prosperity of our city, then we realize that we welcome, not the stranger within our gates, but

rather rejoice in the home coming of our own people. It was a custom of olden times to extend to the visitor, as a token of welcome, the golden keys to the gates of the city. Our gates are unlocked, the bolts are drawn, and we hope you may so feel the welcome we extend you, that should others seek to beguile you and lead you to pastures new and untried, you may reply in the words of one long ago: 'I am in my father's house, and I have come to stay.'

"So closely connected are your interests with our interests that we have watched with no small solicitude some of the clouds that have threatened your horizon. One is now hovering over you and bids fair to disturb your official family, and will you pardon me if I extend some words of advice?

"Advice, they say, is a commodity charged for by your lawyer, given to you by your mother-in-law, and which you cannot dispose of yourself. I refer to that prominent issue now agitating your family officials. Does there, or does there not, exist a heel-fly. When I was a boy in the hills of old Tennessee, we were accustomed to meet at the old school house, and there by candle light we settled many of the most difficult questions that had disturbed the philosophers of the age. We there had it definitely determined whether learning was better to be had than riches; which was the mightier, the pen or the sword; which was the mother of the chicken, the hen that laid the egg or the one that hatched the chicken, and which was the more useful, a piano or a cow. Permit me, in the light of my past experience, to say to you that you ought to require the officials of your organization to entertain you in a joint debate and have this interesting and disturbing question settled forever. If for any reason you should fail to have it settled, I would further advise you to refer it to your present legislature and have the issue determined by legislative action. Should they fail to regulate this important issue, it will be the first one brought to their attention that they have not undertaken to tackle.

"Recurring to the purposes and objects of this, your annual meeting, permit us to say that we realize the responsibilities resting upon your officers and each member of this organization, and we hope that the same degrees of harmony, judgment and discretion you have shown in the past may still attend. We know the hardships and adversities through which you have gone, but our confidence in your ability to overcome them has never weakened; for well we know that these same men who have braved the storms and dangers of pioneer days, whose energy and thrift have made the waste places to prosper, and developed a business equal to, if not surpassing that of any other in our state, are not of the kind that falter and fail, and surely we hope—yea, we know, that this same, strong purpose which has sustained you in the past will break down the barriers of restraint which surround you, will cut the chords which have so completely tied your commercial interests, and that the

future will soon bring to you that success and prosperity which you so richly and so justly deserve."

RESPONSE TO WELCOMES

R. D. Gage of Pecos responded to the two welcome addresses of Mayor Powell and George Thompson, as follows:

Mr. Gage said: Mr. Mayor: The privilege of responding to your cordial greetings and of accepting, in behalf of this association, the invitation which you have just so graciously extended, has fallen to my happy lot.

If there be any characteristic which distinguishes Fort Worth and gives her a proud pre-eminence, it is the treatment of those whom kind fortune has made her guests, and who enjoy the lavish largeness of her promises and the princely amplitude of their fulfillment.

When we come here we do not feel that we are strangers within your gates, even though you do "take us in." We feel that we are children within the house of our fathers, and we come prepared in mind, body and estate to enjoy to the utmost the entertainment you provide and to accept, with grateful acknowledgment the gift of your royal hospitality.

Like the Irish bishop, we thank God "for our capacity," and we promise to go all the galts. We will eat everything from brains to ox-tail soup, and drink everything from buttermilk to beer.

However, your old friend, the cowman, has undergone a change. He has lost somewhat his spring of step and joy of mind. No longer does he paint things "red." "Blue" is now his favorite color, because it symbolizes the depression of his spirits. It is true that the size of his herd is as great, and his cattle range upon as many hills as of yore. Providence has been kind, far beyond his deserts. The rains have been copious and frequent, and his bare, bald pastures have been converted into grassy meadows. And yet there is "a fly in the ointment," a spot on the sun.

He sells a steer yearling for \$10 and then steps around the corner and buys a beefsteak. Like the negro's fish, the \$10 has "swunk up."

As the nature of the transaction soaks into him, he feels like he had been "touched" by some Dallas bunco steerer. Above all things else, the cowman, as typical of a class, believes in plain, old-fashioned honesty. What he wants is only "a square deal." All he asks is a fair field and no favor.

He feels able to take care of himself in any fair, open and above-board fight. He does not fear competition, but he does demand protection from the commercial pirates who seek, in violation of law and of every principle of right, to take from him all that he has.

Long ago the cowman learned that "values" and "prices" are relative terms; that from one to the other is a far cry; that "values" are real, inherent, natural and smack of honesty; but that "prices" are "made," artificial and rank with the dishonest and predatory methods of the stock exchange. It is not my purpose, Mr. Mayor, nor would it accord with the proprieties, to discuss at this juncture the reasons for these conditions; nor the artificial restrictions that make it possible; nor the illegal and rapacious methods by which prices are raised, lowered, manipulated and so "fixed" that true values are destroyed; nor the startling difference, pound per pound, and dollar for dollar, between the animal on the hoof and the carcass on the block. Yet, Mr. Mayor, in spite of the oaths of the despoilers, those ravenous wolves of commerce, the truth is borne in upon the heart and conscience of the great American people today, that somewhere, in some way, and by some one, a rank "hold-up"—in comparison with which highway robbery is a respectable calling—is going on as a continuous performance. The cowman is the victim. Who is the "heavy villain?"

Why is it that bank money is not so freely offered now as heretofore, with cattle as security for the loan? It is because the purchaser is able to control the market and to hammer down the price.

Free competition no longer obtains. Honest bidding, as a feature in the cattle sales, has disappeared. The "trust" buyer "fixes" the price, and it no longer requires two to make a bargain. With a lordly air, he says to the cattlemen: "Take what you can get, you son of a gun—else take nothing at all." And when this has come to pass, when packers and their minions can "syndicate" the total live stock receipts at railroad centers and terminal yards, the average cowman is worse off than a dog. His case is indeed desperate, and he feels that

he is between the devil and the iron works.

I am no admirer of the president, Mr. Mayor, and I am not one of those who "bend the pregnant hinges of the knee, that thrift may follow fawning," but the very best that is within me applauds the man who does the right thing, because it is right. And this Mr. Roosevelt has done. He has inaugurated and is now having prosecuted an investigation of the nefarious "beef trust," and he has demanded the establishment and maintenance of fair and equitable freight rates. If these just and laudable efforts meet with success, then, with better railway service and a stronger, more efficient interstate commerce law, the cowman may hope to recover some of his lost profits, steer yearlings will no longer sell for \$10 per head and the "beef barons" will no longer dispense, with pharisaic ostentation, the dollars they have filched from the pockets of more honest citizens.

But, let us, Mr. Mayor, pass from this unpleasant phase of our condition, and, as the line of beauty is the curve, so let us, to make the analogy complete, talk in a circle, as it were, and come back to the point from which we started.

Within the corporate limits of your municipality there is always an atmosphere of good fellowship, that makes the cowman feel at home. There is a subtle twang and rich flavor to your hospitality found no where else, and away down in our hearts we have a feeling for you and yours. Custom cannot stifle the infinite variety of your entertainment, and the only trouble is that when we come we want to stay.

Fort Worth is a peach. When we get here—and God knows we like to come—your cornbread tastes like cake, and your buttermilk like beer. Convey to your city the assurances of our high regard. Tell her we are here and that we are hers; that her brand is on every one of us, and that there is not a maverick in the herd.

PRESIDENT'S ADDRESS

President Turney of the association was announced to deliver his address Tuesday afternoon, but this plan was changed, and he addressed the convention at this morning's session. The speaker said that the conditions in the whole country are the most favorable that have existed in twenty years.

As a result of the work of the committee which represented two-thirds of the cattle on the ranges, the railroads granted the restoration of return passes to stock shippers, reduced the rate per car from the northwest to market of \$20 and allowed the stockmen to select their own route, which was not the case previously. These concessions, said the speaker, simply show the power of concerted action by the cattlemen.

President Turney then referred to the excessive rates charged by the railroads, and said the roads have raised the freight rate within the past few years from 30 to 40 per cent. He maintained that the railroads were better able now to lower the rate because of the improved facilities and better equipment. For instance, years ago an engine hauled as low as seven cars; now an engine can easily haul thirty cars of stock. The railroads are seeking to supply the equipment to handle cattle shipments in better shape. If this is the case, why do the railroads claim they do not care for the traffic of the cattlemen? The railroads simply raised the tariffs on live stock because it is perishable freight.

President Turney said that it was incumbent on the cattlemen to go after justice that is due them. The Texas cattle association has applied to congress to amend the interstate commerce commission as to what rate should apply. The establishment of rates by the commission was questioned, on the ground that the commission had no such power. This has shown that the cattlemen have on hand a hard proposition to have the rates declared just by the commission.

The speaker said there was no such thing as competition in freight rates from Texas common points to markets. He said there would never be competition in freight rates until congress took hold of the proposition.

"There is an understanding as to the rates on railroads," said Mr. Turney. He said there were no bases of freight rates; the basis is just what the commodity will stand.

Mr. Turney said he was no enemy to the railroads; that railroads have made Texas, but railroads must do the fair thing. Texas, the speaker said, is at peace with the railroads, but when interstate shipments enter into the proposition, the situation was very dif-

ferent. The cattlemen are up against a bad situation.

He said he believed that before long the senate of the United States will finally awake to its duty to the people and pass some immediate relief that will greatly benefit the conditions of the cattlemen. He said he believed that in two months there would be favorable action on the rate-making proposition by the interstate commerce commission.

Mr. Turney believed that when congress next meets it will authorize the taking of the cattle census of this country. He said the government reports show that the increase of cattle in this country the past year is only one-tenth of 1 per cent.

Mr. Turney referred to the Garfield report on the beef trust, and could not agree with the contents of his report, which the speaker termed an "apology." He said that the report contained no facts from the cattlemen. The report was a complete vindication of the packers, whom the people have assailed, from a Garfield view point, said the speaker.

"The books of the packers do not represent the truth, and the figures are fictitious," said President Turney.

Further discussing this matter the speaker said that the Swift company realized 12 per cent on an investment of \$35,000,000.

Mr. Turney concluded by saying he believed there existed a combination which will ruin the cattlemen's business; that if a beef trust does exist, the people should crush it out. Mr. Turney complimented President Roosevelt for the position he has taken in regard to enlarging of the powers of the interstate commerce commission.

FIVE THOUSAND VISITORS HERE

Greenwall's opera house this morning was crowded with so many not members of the Cattle Raisers' Association that it was impossible to estimate the number of convention members in the city. Conservative estimates, however, place the number of visitors in Fort Worth for the convention and Fat Stock Show at 5,000, and it is expected this number will be doubled before the end of the week.

The opera house has been attractively decorated with flags and bunting in honor of the convention.

AFTERNOON SESSION

Hearing of reports of the executive committee, treasurer and legal department were the important features scheduled for this afternoon's progress. When the cattlemen assembled after dinner the opera house was again crowded. The reports scheduled to be read were as follows:

Annual Report of

Executive Committee

The annual report of the executive committee as submitted to the convention today is in part as follows:

TREASURER'S REPORT

Resources	
Assessments, 1904-05	\$43,568 19
Annual dues, 1904-05	6,796 34
Initiation fees, 1909-05	1,590 00
Proceeds collected for cattle caught, 1904-05	18,524 54
Due from members	6,421 95
Total	\$76,901 02
Liabilities	
Inspectors' salaries	\$37,222 00
Inspectors' expense	2,117 00
Attorneys' salaries	5,000 00
Attorneys' expense	361 15
Officers' and assistants' salaries	5,781 50
Incidental expenses	2,710 67
Interstate commerce commission case	1,636 57
Committee on World's Fair exhibit	304 00
Cattle Growers' interstate executive committee	1,830 20
Exchange	13 92
Balance due for cattle caught	7,667 81
Paid members for cattle caught	7,106 95
Profit and loss	312 33
Due treasurer	4,336 32
Total	\$76,901 02
Balance March 1, 1904	\$1,441 45
Receipts from March 1, 1904, to March 1, 1905	64,302 78
Amount due by secretary	878 96
Total	\$66,123 19
Paid out from March 1, 1904, to March 1, 1905	\$66,123 19

Secretary's Report of Inspection Department
Appended hereto we submit a table showing the work done by the association, through its detective and protective system, beginning with the year 1882:

DATE	Cattle Rendered	Market	Train and Shipments	Total Cattle Caught	Value Per Head	Total Value
1882-4	730,000	500	500	\$35 00	\$18,500 00
1890-1	650,000	844	577	1,421	14 83	12,073 00
1895-6	1,437,997	2,235	2,370	4,609	20 71	94,483 00
1901-2	1,753,876	1,185	832	2,017	22 50	45,382 50
1902-3	1,755,963	1,056	1,222	2,278	25 08	57,132 24
1903-4	1,671,007	948	1,684	2,634	16 26	50,711 58
1904-5	1,698,158	1,003	1,668	2,671	18 67	\$49,867 57

Handled by Inspectors During the Past Year

Number sold and proceeds collected	1,042
Number put in pasture	483
Number delivered to owners	571
Number held up and released	390
Number lost and died	31
Number held up pending investigation	449

Total number handled2,966
Less number caught in previous years 295
Number caught this year2,671
The number caught this year was 33 more than last year.
The number of cattle collected for this

year was 149 less than last year, and their value \$3,586.54 less.

The 1,042 collected for, brought \$19,458.52, making an average price of \$18.67, which is 59 per cent less than average price for last year.

Estimating the total number, 2,671, at the same average price, the cattle caught during the year were worth \$49,867.57, which is \$844.01 less than the total valuation of last year.

Of the 1,042 collected for this year, 944 were caught during the year, and 98 in previous years.

The 483 put in pasture were all caught this year.

Of the 571 delivered to owners, 560 were caught this year and 11 the previous years.

Of the 390 held up and released, 347 were caught during this year, and 43 in previous years.

Of the 31 lost and died, 17 were caught during this year and 14 in previous years.

Of the 449 held up pending investigation, 320 were caught this year, and 129 the previous years.

Commenting upon the increased membership, which is attributed to greater activity upon the part of members and officers in response to the report of the preceding year, the report urges still greater diligence and asks that every eligible cattleman have the matter placed before him during the coming year, expressing the belief that they will not seek to reap results in whose attainment they have no part.

The report then urges the prompt payment of all delinquencies and pays a high tribute to the secretary and manager and president, to whom they extend the thanks of the association for their loyalty and zeal, declaring they have never been found wanting in any particular despite the rapid enlargement of their duties.

Loyalty of inspectors despite the necessity reducing numbers and payments is made a subject of special praise, attention being called to the number of new members secured through the activity of these men.

Continuing, the report then says:

Heavy Net Increase in Membership and Cattle

It would not be useful for us to here recount the hardships that have for the past year fallen upon our members in low prices, etc. It is sufficient to say that notwithstanding all this and the depressed condition of our business, your association has grown stronger and more robust, and is in a sound condition every way for the great work ahead of it. For illustration:

The total number of members taken in since last convention is 356. The total number of members dropped from our rolls since last convention is 282. The total membership is 1,561, an increase of 61 for the year 1905. The total number of cattle taken in since last convention is 182,783. The total number of cattle now rendered to the association for assessment is 1,698,158.

Report Submitted By Legal Department

The annual report of the legal department appended to the executive committee report is:

The number of these cases wherein thefts have been committed from members of our association, which were pending under indictment a year ago, as shown by our last report, was fifty-six, in twenty-five different courts. We have, during the year, tried fifteen of these cases, and dismissed eight of them. We now have on hand, including new cases, forty-seven cases pending in twenty-one different courts.

Of the fifteen cases tried, there were eight convictions; three acquittals, and four hung juries. The above comparison shows that although our membership has increased, the number of cattle theft cases has materially decreased. This is certainly gratifying, and we believe that the time is near at hand when your cattle will be almost as safe, and as free from the depredations of thieves as other classes of property.

We must continue to urge upon the members the great importance of properly recording their brands. Many thieves escape on account of the statutory requirement that before a brand can be considered as evidence of ownership, it must be duly recorded. This statute, like many others in our code of laws, has outlived its usefulness (if it ever had any) and should be repealed; but so long as it is not re-

pealed, if your brand is unrecorded, your cattle, where you cannot identify them by flesh marks may be stolen with impunity. It is one of the very hardest things for us to understand how it is that a cattle owner will leave his brand unrecorded, in the face of such a law.

Not only must you record your brand, but the record must show that the brand is placed upon a designated part of the animal, and if the record does not so designate, and if the brand is not so placed, it is wholly ineffectual to prove ownership. Furthermore, no one is authorized

MY CURES PROVE MY ABILITY!



DR. J. H. TERRILL.

In this age, the ability of a physician is measured by the cures he effects and not by the number of diseases he treats. Professional superiority can be attained only by a physician who concentrates all his faculties on a single class of ills. My methods of treating the Special Diseases of Men are the result of much study and my extensive experience. Every case receives my personal attention. The fact remains that I cure the most obstinate cases when all other methods have failed to even benefit. I give a LEGAL WRITTEN GUARANTEE TO CURE every case I decide to take for treatment after a thorough examination.

CONSULT ME IF YOU SUFFER WITH

Contagious Blood Poison, Varicocele, Stricture, Lost Manhood, Seminal Emissions, Nervous Debility, Insomnia, Epilepsy, Chronic Diseases of the Stomach, Kidneys, Bladder and Prostate Gland.

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DR. J. H. TERRILL, 285 MAIN STREET DALLAS, TEXAS

to keep up more than one brand at a time, upon the penalty of rendering all of his brands void.

In this connection we repeat that our entire live stock laws should be revised and many of them repealed and new ones enacted. Our state inspection laws should be materially amended or repealed.

Without proper consideration, various counties have, from time to time, been exempted from the butcher law, requiring butchers to give bond to handle honest cattle only; keep hides subject to inspection, etc. We see no reason for this and we now venture the suggestion that cattlemen were not consulted when these counties were so exempted. We believe this law should be made general. A dishonest butcher who is not required to conform to this law can succeed and develop a band of thieves in most any community. We recommend that before another legislature shall convene that you appoint a small committee of practical cattlemen from your membership to act in conjunction with your attorneys in preparing and submitting for the consideration of the legislature an entire revision of our live stock laws.

Under the present laws it is difficult to convict persons for stealing unbranded calves, and hence there is left considerable depredations of this kind. In this respect our present laws invite thefts and dishonesty.

TERMINAL CHARGE CASE

In our last annual report to your committee, we stated that the interstate commerce commission, on application of the Cattle Raisers' Association, and the Chicago Live Stock Exchange, had re-opened this case, after the supreme court had decided that the former decision of the commission was correct, as applied to all of that territory, where certain reductions of rates in October, 1896, will not apply. That territory embraced practically all of the country above the south lines of Kansas and Colorado. So that, in effect, the supreme court held that the commission correctly decided that one dollar per car of the Chicago Terminal charges was unjust, and unreasonable, as applied to shipments from all points in the territory north of the south lines of Kansas and Colorado.

The case being reopened; hearings, briefing, and argument of the case on legal objections urged by the railroad companies, to reopening the case, resulted in the commission deciding against the railroads and holding that it had the right to reopen the case, and make an order that the railroads must desist from making such unreasonable and unlawful charge. This, however, did not apply to Texas, Indian Territory, Oklahoma, New Mexico and Arizona, because of the reduction of rates in 1896. The commission heard the testimony at Chicago in June, 1904, to show simply what geographical area should be embraced in its order, as well as the points of shipment. Representing your association, and the Chicago Live Stock Exchange, we presented that testimony, and thereupon the railroads announced that they proposed to prove that notwithstanding the former order of the commission had been held valid by the supreme court, as applied to the territory in which the reduction of rates mentioned did not apply, still, that they would offer to prove that conditions had so changed since the former decision of the commission that the present rates, including the terminal charge, are not unreasonable. The commission could not refuse to receive, or hear this testimony, however certain it might be that these conditions had not so changed, and, therefore, the case was set down for further hearing, and final testimony was complet-

ed in December of last year, and the case is now before the commission, briefs are being prepared in it, and it will be decided, in all probability, before the first of July, this year.

In this connection we may explain that when the Cattle Raisers' Association filed its case against all the railroads, attacking the advances made in the live stock territory, one of the allegations in the petition was that the Chicago terminal charge was an unreasonable, unjust and unlawful charge; so that there is embraced in that case the question of the reasonableness of the terminal charge, as applied to the territory south of the south lines of Kansas and Colorado, where the rates had been reduced, but since then, advanced. That is to say, as applied to all of the territory, in which the reductions were made in the rates in October, 1896, which remained in effect until February, 1899.

During the hearing of this case it became evident to counsel representing the railroads, as well as to the counsel for the complainant, that it would involve a vast amount of duplication of testimony, difficult and expensive to obtain, to try the whole question of reasonableness of all these rates in both cases; therefore, it was agreed, that so far as relevant, the evidence taken in each case should be used as a part of the record in the other. The interstate commerce commission, therefore, directed that both cases be briefed and argued together, and the commission expects to consider them together, because practically every question arising in each case is identical with that in the other, though the points for decision are different.

As a matter of course, we, professionally, cannot make assertions with respect to what the commission will decide, but we may say that in our opinion, the evidence introduced by the railroads to show a change in conditions which would justify the terminal charge now, if it was unlawful when imposed, does not prove any such fact; on the contrary, that the change in conditions makes it more certain that the terminal charge is an unjust and unreasonable one, to the extent, at least, of the commission's finding in their previous decision, which was sustained in principle by the supreme court of the United States.

In the annual report of 1904, of the interstate commerce commission, to congress, the commission refers to the fact that it had decided that a reduction of one dollar per car would be just and reasonable; an amount which, in itself, seems a small item, but as an illustration of the importance of these small items of advances and unjust charges in matters pertaining to the transportation business of the country, stated: "Nevertheless, the one dollar excess charge amounts, during the time the case has been pending before the commission again, to a very large amount. That, however, has nothing to do with the justice of the charge above one dollar per car, for, if the charge was excessive at the time of its first application, and the controlling conditions have not materially changed, it is wrong today, and has been wrong during the whole time it has been in force."

The total carloads of live stock received at Chicago during the year 1904 was 236,873, and receipts each year have been such that approximately \$3,000,000 have been collected of the excess terminal charge, since it was imposed in 1894, estimated upon the basis of one dollar per car.

The following is a history and state of the case of the Cattle Raisers' Association of Texas vs. The Missouri-Kansas and Texas Railway Company et al, involving the reasonableness of the advances made in the cattle rates from the

southwestern states and territories to the markets, and to and from the ranges:

On the 1st of February, 1899, an advance was made in practically all of the live stock rates applicable on shipments from points in the state of Texas, the Indian Territory and Oklahoma, and from most of the points in New Mexico and Arizona, to the various markets, of two and one-half cents per hundred pounds. Complaint was made to the railroad companies by this association against the advance of these rates, because it made the rates from Texas and the southwest considerably higher than the rates from points in other states further north, applicable on shipments, under substantially similar circumstances and conditions; and because of the fact that the volume of traffic of the railroads was materially increasing, and they were prosperous, there seemed to be no good reason to advance these rates above what they were in other states, and above what the Texas commission had estimated as a reasonable rate of freight for a similar distance haul. Seeing, doubtless, the ease with which these advances could be made through a combination of the railroads, they again advanced these rates, which took effect about the 1st of January, 1900. Very vigorous protests were made on the part of your association, and a committee was appointed by your association to confer with the southwestern traffic committee, representing the various southwestern lines of railroads, and evidence was presented before them to make it plain that the advances were unjustifiable. Upon that being done they did not make or attempt to make any showing, which would justify the rates; but they took the matter under advisement, and subsequently notified your association that they would maintain the advances, and would not make any reduction. This put the rates, for the most part, at as high a point as they had been since 1886, and from three to four cents per hundred pounds above the average since that date, equivalent to approximately seven to nine dollars per car above the average of these rates for the entire period from 1886 to that date; and it made a change in the relation of the rates from Texas and southwestern points, and the rates from other points in the cattle growing states further north, so that, for example: A shipper from Fort Worth, Texas, to Kansas City on the Santa Fe was compelled to pay 33 1-3 cents per hundred pounds, while a shipper from the vicinity of Las Animas, Col., about the same distance, and on the same system of road, paid 23 1/2 cents per hundred pounds.

which order, if not obeyed, could be enforced in the courts. About that time advances were made in the rates of freight on all classes of goods, and many important commodities, from St. Louis to Texas common points, which had the effect to advance rates from all eastern points to Texas from 7 to 20 per cent, and the interstate commerce commission, under the power vested in it by law, instituted on its own behalf an inquiry into the reasonableness of these advances. It so happened that we were employed to conduct that investigation and try that case before the interstate commerce commission, representing it; and as that case involved the same points of justification asserted by the railroads, as they would, and, in fact, have asserted, as justification for advancing live stock rates, to a large extent, we proceeded with the matter of the trial of that case before the interstate commerce commission as rapidly as the business of the commission would permit, and, therefore, postponed somewhat the filing of the case of the Cattle Raisers' Association against the Missouri, Kansas and Texas Railway Company and others until the testimony was completed in the other case. It resulted, therefore, that we filed your petition before the interstate commerce commission Feb. 10, 1904, and report thereof was made to you in our last annual report, which it is unnecessary to repeat here.

We have used every effort possible, consistent with thoroughness, in speeding the investigation, and the interstate commerce commission has been as diligent in the matter as their business would permit. The first hearing was held at Fort Worth in April of last year; the next hearing was held in June at St. Louis; the next hearing was held in September at Denver, and the next hearing was held in November at Chicago, and the final hearing was held at Fort Worth in December, where the testimony was completed, except some depositions and additional data, to be subsequently filed; practically five weeks actually taking testimony was required. The preparation and trial of this case involved an amount of labor on the part of your secretary and ourselves, and time and attention which can scarcely be appreciated by one not conversant with the entire details of it. It would serve no useful purpose to here recount these occurrences or the particular things which had to be done. It may be safely estimated that the typewritten testimony of the witnesses and the statistical data and all exhibits, documents, etc., if all written out in typewriting would equal nearly twenty thousand pages of typewritten matter. There were a great many witnesses examined from every part of the country, and from almost every western state east of the Rocky mountains, and some of the states further northwest. A detailed investigation of the matters pertaining to the live stock traffic, both with respect to service and the rates, as well as the live stock business in the territory served by every important railroad west of the Missouri river, was gone into in detail, and this record may be looked to as an encyclopedia of the live stock producing and transportation business of the country.

It has taken more than a month of work devoted entirely to that matter to

prepare the brief of argument of the case before the commission, and we are pleased to report that by extreme diligence we have been able to complete it and in connection with this report we submit same to you.

Going back a little, we call attention to the fact that on the organization of the Cattle Growers' Interstate Executive Committee in Denver last May, that organization presented a memorial to the interstate commerce commission, setting forth the fact that many persons who were not members of the Cattle Raisers' Association of Texas, throughout the northwestern and western states, and who were engaged in the live stock business, were directly affected by the various advances which had been made in the rates on live stock; and they set forth that the service had become so poor that it was intolerable, and asked of the commission an investigation into the rates and practices of railroads in live stock transportation to and from that territory not embraced within the case of the Cattle Raisers' Association of Texas against the various roads. Thereupon the interstate commerce commission, under the authority given it by law, ordered an investigation of the matter suggested in the memorial, and the hearing of that case was set down at Denver for the same time as the case of the Cattle Raisers' Association of Texas, and upon the hearing at Denver the two were consolidated and proceeded as the case of the Cattle Raisers' Association of Texas versus the Missouri, Kansas and Texas Railway Company and others.

Comprehensively stated, the case since then has involved the rates and practices of railroads with respect to the rates and service of the transportation of cattle from Colorado, South Dakota, North Dakota, Idaho, Utah, New Mexico, Arizona, Texas, Oklahoma, Indian Territory, Western Kansas and Western Nebraska to the various markets and range shipments as between these states and territories as well as shipments into the state of Montana from Texas and the southwest.

It is not too much to say that this is the most important case that has ever been before the interstate commerce commission, and involves probably not less than two million dollars per year paid for shipments of live stock above the average of ten years before 1899.

We expect the case to be argued before the commission within sixty days, and that it will be decided by the first of July. As the brief shows, we believe the evidence fully and incontrovertibly establishes your case.

EFFORTS TO AMEND THE INTERSTATE COMMERCE ACT

Since the power of the interstate commerce commission does not extend to fixing rates for the future, it was plain to be seen, and especially in the trial of the terminal charge case, that the law should be so amended that the commission, when convinced a rate is unlawful, should have the power to fix a correct rate in lieu thereof; and to the end of securing such an amendment, your association has passed resolutions at its various meetings for several years. But resolutions stand for little, and although you had taken some further action than that, you had not gone into the matter with sufficient diligence to secure results until your annual meeting in Fort Worth last March, when it was decided to call to your aid the various cattle organizations throughout the northern and northwestern states, and to secure their cooperation; you provided for calling together committees of these organizations at Denver on May 4, 1904, and appointed committees to attend it, resulting in the organization of the Cattle Growers' Interstate Executive Committee, which has taken up, in connection with your association, very actively this work. We attended as your representatives the meeting which was held at Denver on May 4, in connection with your president and secretary, and the committee composed of Murdo McKenzie, Richard Walsh, M. C. Campbell and others.

Without taking your time to recount it, we will say that the Cattle Growers' Interstate Executive Committee acted diligently and to the very best of its ability, considering the limited means at their command, and in connection with your association; and we submit herewith a report of the board of managers of that committee, which shows in detail the work it has done.

One of the results which it aided your association in bringing about was the meeting of the interstate commerce law convention, held at the World's Fair, Oct. 28 and 29, at which more than two hundred representatives of shippers' organizations from thirty-one states attended, and put into active operation a plan to secure an amendment of the interstate commerce act. A report of that meeting is herewith submitted.

The interstate commerce law convention has maintained at Washington, during the entire session of congress, the chairman of its executive committee, E. P. Bacon of Milwaukee, and its secretary, Frank Barry, representing, as they did, the various commercial and shipping organizations throughout the entire country, and securing numerous other representatives of shippers' organizations, to present their demand upon congress.

FOR SALE!

Five cars fat corn-fed steers, weight about 1100 pounds. Address S. T. TAYLOR, IAGO, TEXAS. Wharton County.

FAT STOCK SHOW DREW DELEGATES FROM CONVENTION

Outside Attractions Reduce Attendance at Morning Session of Texas Cattle Raisers' Association—Only Three Addresses Delivered

(Wednesday's Proceedings.)

Addresses by Sam H. Cowan and Murdo MacKenzie delivered before the cattlemen's convention today, urged cooperation with other live stock organizations, outlining one general body to look after needed legislation, and urged the extension of rate fixing power to an untrammelled interstate commerce commission, whose establishment of rates shall not be subject to review by any court other than as concerns their lawfulness and constitutionality.

Both speakers spoke warmly of the interest and actions of President Roosevelt, and it was declared that the calling of a special session of congress to consider the rate matter can be depended upon if necessary.

Routine business of the convention seemed not to have the drawing proclivities that are possessed by the Fat Stock Show and the roping contest, judging from the attendance on the meeting at the opera house this morning, when President Turney announced the convention ready for business.

There were not to exceed 200 cattlemen present.

Senator J. W. Bailey was a conspicuous figure on the platform, and when he entered, there was hearty applause.

It was 10 o'clock when the convention got down to business.

The applications of the following for membership were received and accepted: Bates & Hughes of Featherston, I. T.; F. P. Shultz of Rico, Texas; Frank Wilkins of Menard county; R. N. Waggoner of Vernon; M. G. Kirkpatrick of San Saba; Dan Carney of Live Oak county; Williams & Huff of Vernon.

President Turney read two telegrams, one from Mayor Campbell and the other from the Commercial Club, earnestly soliciting the association to hold its 1906 convention in San Antonio. No action was taken on these invitations at this time.

Following the reading of the messages President Turney announced that Senator Joe Bailey was present and suggested that he address the convention.

Sam H. Cowan said there were hundreds of cattlemen here who would be delighted to hear Senator Bailey discuss the important issues in which stockmen generally were vitally interested, and suggested that a committee be sent out to notify cattlemen at the different hotels that Mr. Bailey would speak. This action was taken and Mr. Bailey's talk was postponed ten minutes.

Pending the arrival of the cattlemen who had been summoned to the opera house, Murdo MacKenzie of Trinidad, Col., read the following paper:

BENEFITS OF CO-OPERATION

Murdo MacKenzie, in discussing "The Benefits From Co-operation With Other Live Stock Associations," said:

I think in discussing this matter with you gentlemen, the best method of doing so is to give you a synopsis of the work done by your committee since we met here last year, and then you can draw your own conclusions whether or not it is best for us to co-operate with other associations or go it alone as we have for the past twenty years.

At our meeting last year your president was authorized to call a meeting of all the associations and parties interested in the cattle business west of the Missouri river. At this meeting we had a very good attendance of representatives from all of the states west of the Missouri river and also representatives from the state of Iowa. After deliberating for two or three days it was resolved to form what is known as the Cattle Growers' Interstate Executive Committee, and this committee appointed a sub-committee of its body to look after the interests of the cattlemen.

Immediately after this meeting members of this sub-committee went to Washington and had an interview with the president and also had a meeting with the interstate commerce commission. Certain grievances existed in railroad rates which we felt it our duty to bring before the interstate commerce commission, and after discussing the matter at length with the members of the commission, they agreed to go to Denver and hold a hearing there if the committee would promise to procure witnesses to give evidence before them. This we agreed to do and when the hearing took place we had a very satisfactory set of witnesses to give evidence before the commission, and I am satisfied when the decision of the com-

mission is rendered that several rates shown to be excessive and discriminatory will be corrected.

The committee felt that something must be done to educate the people regarding the grievances which we claimed existed and which the public at large had to contend with.

The committee was fortunate in being able to employ Frank Barry of Washington, who is a very capable man at this kind of work, and at a meeting of the committee held in Denver in September he submitted data which enabled the committee to make up and publish what is known as the "Transportation Tax." I think ten thousand copies of this pamphlet were printed and spread all over the range country. I feel satisfied that this pamphlet has done more to show the people the disadvantages under which they have to exist in the matter of railroad rates, than anything that was ever before put before them. When the interstate commerce commission agreed to hold a session in Denver they cited all the railroads tributary to the range country to appear before them at that hearing. The Great Northern, Northern Pacific and Burlington railroads approached the committee and asked them if it would not be agreeable to have a private conference and see if some arrangement could not be arrived at to adjust the differences between the railroads and the shippers without making the railroads appear before the commission. In this the committee gladly acquiesced and on the 2d day of August three members of the committee met the representatives of the above mentioned roads at St. Paul. After discussing with the railroad officials the several grievances of the cattlemen, they in nearly every instance agreed to the committee's demands.

Outlining the early history of the interstate commerce law convention, Mr. MacKenzie continued:

During the summer of 1904 the Cattle Growers' Interstate Executive Committee took the matter up with Mr. Bacon and tried to get him to again put some life into the Interstate Commerce Law Convention.

Mr. Bacon agreed to call a meeting of this association in St. Louis October 28 and 29 of last year. Two members of the Cattle Growers' Interstate Executive Committee, viz: Senator Turney and myself, attended this meeting. There were also present representing the cattle interests, Senator Harris of Chicago, representing the National Live Stock Association, and Judge Cowan and Captain John T. Lytle of the Texas Cattle Raisers' Association. At this meeting there were represented 170 associations, comprising practically all of the industries in America, with the exception probably of the trusts. There was a delegation of from two to three hundred members present and the interest taken in this matter was more than I ever expected to see. The delegations represented were from all part of the country, extending from the Atlantic to the Pacific. After deliberating for two days and discussing what was necessary to be done it was found that a sum of not less than \$10,000 would be required to pay the expense of printing and disseminating the necessary literature for the purpose of educating the people as to the present condition of railroad charges. This amount was raised at the meeting, thus putting the committee in a position to do effectual work. An executive committee of ten was appointed. E. P. Bacon of Milwaukee was appointed chairman and Frank Barry, secretary. Mr. Cowan and myself are members of this committee. Immediately after this meeting in St. Louis the chairman along with Mr. Barry, the secretary, and other influential men, notably the governors of Wisconsin and Minnesota, had several interviews with the president, pressing upon him the necessity of having the interstate commerce law amended so as to enlarge the powers of the interstate commerce commission, more particularly in the matter of regulating railroad rates. This committee tried to impress upon the president the necessity of making this a special part of his message and you are all familiar with what the president has done. Since the president's message the members of the committee have been very busy trying to impress upon the members of congress the necessity of having an immediate remedy for the evils we claim to now exist and in order that this should be borne home to them, several members of the committee went to Washington and spent considerable

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time there. Among those who went there were Mr. Cowan and myself and we spent the better part of three weeks at the capital. During the time we were there we had the pleasure of meeting the president and he assured us that we had his full sympathy and so far as lay in his power the right kind of a bill should be passed to give the shipper the proper protection. We also saw several members of congress and had a hearing before the house committee on interstate and foreign commerce, and after considerable hard work by all members of the committee and others interested, the house committee reported a bill to congress which passed. An attempt had been made for several years prior to this time to have the house committee report a bill enlarging the powers of the interstate commerce commission, but the committee set their face against doing this and I am satisfied that a bill never would have been reported were it not for the pressure brought to bear on them from such associations as we had formed in Denver and St. Louis. We did not go there as individuals, we went there backed practically by all of the shippers in the country and in this way congress had to listen to us. Ask you, gentlemen, if we had gone there as individuals, even five hundred strong, could we ever be able to bring such influence to bear on this committee as we were able to do by having behind us all the producers, consumers and shippers of the country? I say to you, gentlemen, emphatically no. At this point I feel it my duty as a citizen apart from politics, to say that without the strong stand taken by our very worthy president, we at last would not have been able to accomplish much and I feel that this association owes to him its appreciation and gratitude.

We also had a hearing before the senate committee on interstate and foreign commerce and I feel from promises made to us by members of this committee that when the next session of congress convenes there will be no difficulty in getting this committee to report a favorable bill to the senate.

I wish the cattlemen of Texas to feel that the country is thoroughly aroused to the necessity of having something done, and I am sure that the president of the United States will call a special session for the purpose of considering and passing a bill such as we want. While this may all be true, it behooves each and every one of us to be up and doing and not leave a stone unturned until we get what we want. If you had been along with us in Washington, gentlemen, it would not be necessary for me to tell you how important it is that we should all be united and of one mind when we go to congress to make a demand for something that is necessary for our well being. From the foregoing I think you will have by this time come to the conclusion that without the aid and co-operation of outside association, representing both cattle and other industries, it would have been impossible for us to have accomplished the amount of good work we did last year.

Urges Re-election of Officers And Co-operation of Interests

I would therefore recommend, first, that this association continue to do the good work it has been doing in the past and that we re-elect our present efficient president and officers. Then, your executive committee to co-operate with other associations of a similar nature and form themselves under one head. Then, the representatives of the cattle industry, and if they consider that necessary, co-operate with associations of other industries, such as we have done by co-operating with the Interstate Commerce Law Convention, and I feel that by such co-operation more good can be obtained, either in making demands on the railroads to correct existing grievances or going to congress to ask necessary amendments to existing laws, for the protection of your business.

Reporting in detail the events of the Denver meeting of the National Live Stock Association in January, he said:

In everything we did we kept the interest of the stockmen strictly before us, and if we committed any mistakes I can assure you it was a mistake in judgment and not of the heart. On the other hand, those who differed with us may have been equally honest in their intention, and I can only say that I am sorry that matters came up which compelled us to act as we felt it our duty to do. Personally, I think I can speak for those who agreed with me in the stand we took, I have no feeling in the matter, except what I consider best for the interest of those I represent, and I should very much regret if any personal feeling should exist, but if any one should think less of me for taking a stand on what I consider a vital principle then they are welcome to their opinion.

There is one more matter, gentlemen, that I would like to talk to you about before sitting down.

What I want to talk about is the loyal service rendered to this association, and, indeed, the whole cattle interests of the west by our efficient attorney, Sam H. Cowan. I only wish this were in better hands so that it might be brought home to you more forcibly all that Mr. Cowan has done for us in the past year. It was my good luck and good fortune to be thrown with him a great deal during the past year, and therefore had a better opportunity than most of you to see the great amount of faithful work he rendered us, and I feel that in justice to Mr. Cowan I should tell you something about it. If I talked to you for a week I could not tell you one-half, but suffice it to say, services such as Mr. Cowan has given us cannot be bought with money. His whole soul was in his work

and many a time I have known him to work eighteen hours on a stretch, and all this without a grumble. He worked for you, gentlemen, with the loyalty of a cur dog to his beggar master, and the tenacity of a bull dog hanging on to a tramp's pants going over the fence. He put in at least two full months of the past year fighting our case before the interstate commerce commission, where he had to meet lawyers employed by the railroads who are astute and the smartest men in the business. We have reason to be proud of the way in which he conducted our case at all of the hearings, and the manner in which he held his own, sometimes against a half a dozen lawyers. Ordinarily, under such circumstances a man is liable to make some enemies among railroad officials, but it was not so with Mr. Cowan; he made friends of all of the railroad officials he came in contact with. He is courteous and fair to his opponent, and never takes undue advantage of a weak brother. Besides all this, he has a personal magnetism peculiar to himself and those of you who have so far escaped getting under his magnetic spell had better be careful. I was several times pretty nearly caught, and I had to pull myself up with a jerk, otherwise I cannot tell what might have happened.

Gentlemen, if you were present in Washington and had seen the appearance he made before the senate and the house committees on interstate and foreign commerce you would certainly have been proud of your attorney. He impressed the gentlemen who heard him with one fact, that he knew what he was talking about, and if ever we get a bill passed through congress enlarging the powers of the interstate commerce commission it will be largely due to the hard work of Mr. Bacon of Milwaukee and Mr. Cowan, and the lucid and sensible manner in which they presented our case. In conclusion I will say to you, gentlemen, that you owe Mr. Cowan a debt of gratitude which you can never repay him in this world, and as I am told, that few, if any, lawyers ever reach the glorious shore where good deeds on this earth are rewarded, I am afraid that Mr. Cowan must go on doing in the future as he has so faithfully done in the past, work for the love he has in his heart for the cattlemen of the plains.

In concluding my remarks I wish to say to the members of this association that my experience in this association during the past fourteen years, and especially last year, impresses me with the idea that it is not only advisable but a necessity that we should co-operate with similar associations in other states and thus make our forces so formidable that we can command a hearing when questions arise which affect our business.

SENATOR BAILEY SPEAKS

"Senator Joe Bailey of all Texas," was the manner in which the junior senator or this state was introduced by President Turney.

The senator said this was the first pleasurable occasion he had had to meet with the cattlemen of Texas. He said he came here for two reasons. One was to see the cattle, sheep, swine and horses, and the other was to see the men who accompany the stock.

The senator said he liked all kinds of stock, down to the soft-eyed lamb, which he said played a most important part in the stock industry of this country. He said there had been some dissatisfaction between the cattlemen and the sheepmen, but it was not the fault of the sheep, but the men who own the sheep, and he said the cattlemen ought to apologize to the sheep, if not the sheepmen, prevents him from being a cattleman is the lack of money enough to buy a ranch and cattle to go on it.

"I don't know of a thing I'd rather be than a Texas cattleman, unless it was a Texas senator," said Mr. Bailey.

He paid the Texas stockman a compliment by saying they were a fine lot of men, who are the only class of business men permitted to brag on their holdings without being censured.

Senator Bailey said that the stockmen are rapidly learning the methods which produce the better class of cattle—the reduction of numbers and the increase of their size. "Nowhere in the United States can there be found a better display of blooded stock than is to be seen at the fat stock show," said Senator Bailey, and he added that the cattlemen of Texas are to be congratulated for their interest in incorporating in the democratic platform the clause to enlarge the powers of the interstate commerce commission. He said he wanted also to compliment the action of President Roosevelt for his good sense and patriotism in taking this section of the democratic platform and adopting it as his own.

The senator said there is not a doubt but that at the next congress the bill will pass.

Referring to the freight rate matter, Senator Bailey said he did not believe the cattlemen wanted anything from the railroads except justice, and he believed they would get this.

He said that if the present congress does not provide this relief by legislation, the American electorate will get a congress who will bring this relief.

Following Senator Bailey, Sam H. Cowan, attorney for the association, was introduced and delivered a lengthy speech, which will be found elsewhere in this issue of The Telegram.

ALL CLASSES REPRESENTED

A liberal premium list is the magnet which attracted many entries to the Live Stock Show. All classes are included. Beef cattle in car loads lots are there. White faced Herefords take kindly to the visitors; well bred Shorthorns are in attendance, Red Polls have their admirers, sheep bleat their

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Some of these will wear blue ribbons, others will go home without such adornments, although failure will cast no reflection upon their breeding. The decision is made by impartial judges.

A Texas longhorn, a memory of the past, has attracted much attention. His horns measure fifty-four inches from tip to tip and have not yet reached their maximum growth. Compared to a Shorthorn he is a curiosity, good to look at, but not of sufficient import to excite hunger. If he was marketed he would class as a "canner" because there is no lower grade.

NO AFTERNOON SESSION

There will be no session of the convention held this afternoon, an adjournment having been taken in order to give members an opportunity to visit the stock show.

The paper by H.E. Crowley of Midland, on "Cattle Raisers' Association of Texas—Its Benefits to the Cattle Industry and Country Generally," will not be read until Thursday morning.

TUESDAY AFTERNOON SESSION

Following the reading of the executive committee report, Sam Davidson, Fort Worth, moved its adoption, which was done.

President Turney then urged the interest of all cattlemen in the proceedings of the association, comparing those who stood aloof as a neighbor watching your house burn. He spoke of improved service on Texas railroads.

On motion President Turney was instructed to appoint a committee on resolutions. A. B. Robertson, A. P. Bush and H. E. Crowley were named.

Ex-Land Commissioner McGaughey made a short address, after which President Turney outlined the Wednesday program, and the convention adjourned. C. E. Russell May Not

Deliver His Address

C. E. Russell of Chicago, who was to address the Cattlemen's convention on his investigations of the beef industry, will in all probability be unable to do so.

Mr. Russell has suffered for several years with his eyes. During his southern trip he received temporary treatment at New Orleans. Tuesday night, however, he suffered severely from his eyes and it is announced that unless a decided improvement is noticed today he will return direct to Chicago to place himself under the care of his oculist.

In the event of his inability to deliver the address it will likely be read by some member of the association.

Dipping in Oil Found

To Be Successful

S. W. Walker of San Saba, Texas, is one of the visitors around the headquarters of the Santa Fe. Mr. Walker was among the first to experiment in dipping in oil at the Red Rock plant in Oklahoma. He said: "I don't mind dipping. In fact, I gave eight hundred cattle a double dipping in oil last fall, and they wintered much better than any other cattle in the neighborhood under the same treatment. It cleans them up and puts their skins in fine fettle."

Joe E. Miller dipped 5,000 head in Beaumont oil for a number of prominent cattlemen, with good results.

Hereford Judge Calls

Stock Finest in World

"I came to attend the convention and to see the fine stock that is on exhibition here and now from being a spectator I have become one of the judges. I don't mind that so much," said Overton Harris, a prominent Hereford cattle raiser of Harrisburg, Mo., "but it doesn't give me a chance to see all I wished to see of the magnificent lot of cattle that are here. I have been raising Herefords for years and think they are the best of all grades of cattle raised. This will not be my first experience as a judge, for I am an old hand at the business. The cattle in

the pens here are the finest I have ever seen and it will not be an easy matter to judge them, but we can only do our best in cases of that kind."

Mr. Harris reached Fort Worth Monday evening and was immediately asked to act as a judge of the Hereford cattle in the place of Thomas Clark of Beecher, Ill., who was unable to come on account of sickness, and who telegraphed the committee to that effect. Mr. Harris has been a raiser of fine Hereford cattle for many years and has a number of blue-ribbon winners at his stock farm near Harrisburg, Mo. "Have been attending live stock shows all over the country for years," he said, "but you can say that I have never seen anything yet just as fine as this one is. The cattle are in the best possible kind of condition."

Cattle Near Clarendon

Recovering From Storm

W. H. Patrick, who is connected with the banking business at Clarendon, is in Fort Worth, visiting the big cattle convention, which he admits is a "monster thing."

Mr. Patrick said today that his country was in very fine shape and that cattle were doing very well, considering the forty days of snow and sleet during the month of February and a part of the present month.

Referring to the contention that there had been very heavy losses to stockmen as a result of the bad weather, Mr. Patrick said that he did not believe the losses among the smaller holders would be more than from 3 to 5 per cent and among the heavy holders from 5 to 10 percent.

"However, had the farmers in my part of the state not raised rough feed with which to carry the cattle through, the losses would undoubtedly have been very great, as the weather was the worst in many years," said Mr. Patrick.

Conditions Good In

Palo Pinto County

W. K. Bell, a stockman of Palo Pinto county, is here for the convention. He says that conditions are excellent in his part of the state.

Mr. Bell is very much in love with Palo Pinto county. "There is only one other place that I might be willing to go to besides Palo Pinto, and that place is heaven, and I'm in no great hurry to go there," said Mr. Bell.

San Antonio Sends

Large Delegation

San Antonio sent a very large delegation to Fort Worth, among whom are: H. Y. Williams, passenger agent of the Santa Fe; J. U. Kokernot, president of the International Fair Association; J. M. Vance, secretary of the same association; V. P. Brown, of the Stockman Farmer; Captain J. S. Todd of Corpus Christi; Mr. Clay of Corpus Christi; Gus Jones, E. L. Naylor, R. L. Ball, F. S. Schultz, A. M. White, R. L. Rogers, J. F. Green and J. M. Green; P. B. Butler and Coughran Bros., of Floresville; A. M. McFadden of San Antonio; W. H. Lott of Beeville; Ire Jennings, C. Pool and Robert Combs of Cotulla, and J. S. Clemens of New Braunfels.

Railroad Men

Here for Convention

The Santa Fe brought in several large delegates Tuesday. Three Pullmans from San Angelo, one from San Antonio and one from Kansas City were filled with cattlemen.

Among the many prominent railroad delegates who are here are Avery Turner, traffic manager of the Pecos Valley lines of the Santa Fe, accompanied by his wife, who reached Fort Worth Tuesday in his private car "15."

H. S. Van Slyck of El Paso, southwestern live stock agent of the Santa Fe system, is here.

S. S. Brown, chief clerk in the office of Ell Titus, of Kansas City, is in Fort Worth for the week.

ROOSEVELT IS ENDORSED BY CATTLEMEN

Stand on Railroad Rate Question Unanimously Praised by Rising Vote in Texas Association Convention

DALLAS GETS THE NEXT CONVENTION

New American Stock Growers' Association Endorsed - All Old Officers Are Unanimously Re-elected

(Thursday's Proceedings.)

Members of the Texas Cattle Raisers' association in session today adopted resolutions urging all members to join the American Stock Growers' association as a means of furthering live stock interests and assuring regulation of railroad rates, and heartily endorsed and praised President Roosevelt for the interest taken by him in the welfare of the live stock industry of the country, and his fearless actions.

Another resolution called for an amendment to the regulations by which all officers shall hold office for one year or until their successors are elected. Under this change President Turney, as forecast, was continued at the head of the association. Other resolutions call for reduction in yardage charges at the Fort Worth stock yards, condemning the South Dakota bill regarding the entry of live stock into that state and declaring unjust some of the provisions regarding cattle for Indian contracts.

The election of officers resulted as follows: W. W. Turney, El Paso, president; I. T. Pryor, San Antonio, first vice president; Richard Walsh, Palo Duro, second vice president; John T. Lytle, secretary; S. B. Burnett, treasurer. All officers were re-elected by acclamation.

A. P. Bush Jr., former president of the association, in a brief address, nominated W. W. Turney of El Paso for re-election, and the secretary was instructed to cast the ballot for Mr. Turney.

By acclamation the convention re-elected Ike T. Pryor and Richard Walsh, first and second vice presidents; John T. Lytle, secretary, and S. B. Burnett, treasurer.

Mr. Turney thanked the convention for the honor of making him its president for the third consecutive year. He said he was not a candidate, but will accept the position and do his best in the interest of the association.

Mr. Ed Crowley, who was on the program for an address, then spoke to the convention.

Shortly after 1 o'clock this afternoon the choice of the place for the 1906 convention was taken up and following the agreement reached Tuesday it was unanimously decided to meet in Dallas.

Following the choice of the meeting place the convention finally adjourned.

The third and last day's session of the Texas Cattle Raisers' Association was called to order at 9:30 o'clock this morning, and the number of stockmen in the opera house could be counted below one hundred, but later the numbers materially increased.

President Turney announced that while the resolutions committee was formulating its report, addresses would be heard.

IMPROVEMENT OF CATTLE

Joseph F. Greene of Gregory, Texas, addressing the convention on the benefits to be derived from improvement of cattle, said:

"It has been said that man's most natural occupation is the raising of flocks and herds. Grass and cattle are inseparable in the economy of nature, and the husbandman of today is following the first progressive instinct of mankind in utilizing through animal husbandry the otherwise wasted herbage.

"The subject is more important to the members of this cattle raisers' association than any other.

"Beef trusts will come and go, railroad rates will be high and reduced to a minimum, but the benefits to be derived from the improvement of cattle affect all classes.

"All trades and professions are benefited by improvement in cattle, excepting the dentist.

"The better meat that we can produce the more will be eaten, and the cheaper we can produce good meat, the greater amount will be consumed.

"Professor Willet M. Hays, our recently appointed assistant secretary of agriculture, has made the following report:

"The ten leading field crops in the United States annually yield nearly two million dollars worth of plant products. By means of live stock and by manufacturing processes the value of those is so increased before they are consumed that it is very nearly

doubled.

"Our scientific institutions and breeders have also demonstrated that the animals used to convert large quantities of these crops into concentrated forms of greater worth may also be so improved by breeding as to secure better results from the foods that they eat.

"There is no reason why Americans may not develop as remarkable ability in originating valuable new varieties of plants and superior new breeds of animals as they have already displayed in inventing machinery and processes of manufacture. Those who have observed the past improvement of animal breeding are unanimous in their belief that 10 per cent additional can be secured in twenty years through animal breeding alone. This would result in ten years in a total increase equal to the value of all the crops grown in one year, representing at least three billion dollars additional wealth to the world.

"The importance of breeding our cattle is becoming more each year. South America, Canada and Australia are fast becoming large factors in our foreign trade, and there is but one way for us to meet this competition, namely, by the improvement of our cattle.

THREE METHODS OF IMPROVEMENT

"Cattle are improved by three different methods: by handling, by feeding and by breeding.

"It is certainly a marked step in our advancement as a cattle raising state, the recent enactment of a law by our legislature prohibiting roping. The day of 'Rope him, Bill,' 'Bust him, Tom' and 'Break his neck, Jim,' we all should be proud to say is passed and a new era has dawned where cattle are treated kindly, making gentler animals.

"To give a complete history of all the benefits to be derived from the improvement of cattle by breeding it would require a volume.

"Bakewell is recognized as the first man who improved cattle by feeding.

"Many good breeders have followed the footsteps of Bakewell and we have many in America that have been of much benefit to us by their improvement in cattle breeding.

"According to the twelfth census we have in the A. A. S., 700,000 pure bred cattle of all breeds, and a total of 63,000,000 which is just a little more than 1 per cent. It also has been estimated that 20 per cent of our cattle are grades, having half or more of the improved blood in their veins. This leaves a tremendous percentage of scrub; more than two-thirds of all the cattle in the United States. I wish that every cow in the state and every bull were of some registered breed and they justified their registration.

"The part of our country south of the quarantine line has many more difficulties to overcome in breeding up their cattle than any part of the United States."

DIFFICULTIES OF BREEDERS

Discussing the difficulties met by early breeders, Mr. Green continued:

"Considering these difficulties and many more too numerous to mention, the breeders south of the quarantine line have made great advancements in the improvement of their cattle. Their greatest weakness today as breeders is found among their females.

"Most of the large herds on the range are blended with such a mixture of breeding that it makes a poor foundation upon which to build. These herds beginning with Spanish blood have since used grade Shorthorn bulls, followed with grade Herefords, then with grade Devons, and then back to some of the breeds already mentioned. The greatest trouble with a grade bull, you never know of what the unknown part of his breeding constitutes. It may be Jersey, Holstein or from the mountains of Arkansas, and he will often breed back to some of these inferior beef producing processes.

"Another difficulty in improving a large herd on the range, it takes such a great number of males, instead of being selected carefully they are brought in large droves.

"Range men have been slow to breed up their cattle, because they could raise an animal with such little cost and they were so far from market. Instead of selling an inferior calf for veal they would allow it to remain in the breeding herd.

"In England the farmers in each community often taking in an entire country, breed one kind of cattle, and while many of their cattle are not registered, yet their opportunities so great for selecting sires from their neighbors has enabled them to lead the world in the improvement of cattle breeding.

"Americans have originated three new improved breeds of cattle, Polled Jerseys, Polled Herefords and Polled Durhams. The latter is the only one that has yet reached many in numbers. The founder of this breed was W. W. Crane of Ohio, who died last July. When he began to breed and write about these cattle, he was looked upon as a crank, and long before his death he was recognized as a great breeder, and the time will come when he will be rated as the greatest breeder of the age in which he lived.

"No benefits are received from crossbreeding, excepting for the butcher, and that does not extend beyond the first cross. All experimental breeding of animals of different breeds given in history lead to the conclusion that breeding stock from cross bred animals inherit the weaker defects of their ancestors instead of the strong points. The breeders of pure bred cattle in England as well as the farmers of the country never use a cross bred animal of either sex for breeding purposes.

"Germany prohibits our cattle from being

imported into her country by certain quarantine regulations. England will not allow our cattle to go beyond her docks, on account of the disease we have had among our cattle. Secretary James Wilson in commenting upon the disease of cattle said: 'With a stock of the finest cattle in the world, with the largest number of animals that any country has accumulated, the fabulous amount of wealth invested in these animals, an amount unexampled in the history of the world, that we should adopt the strongest measures to insure these animals and this wealth from any dangers to disease to which they may be exposed.'

"Many people when you speak of breeding up or improving cattle shake their heads and commence to tell you about some man that tried it in his neighborhood and they all died the first hard year. Well bred cattle have better constitutions than scrubs.

KEEP ONLY THE BEST

"You that have one thousand cows, if you can select fifty that are good enough to breed you will do well. Breed the fifty to the best registered bull that you can find, build you up a good herd and as fast as the remaining nine hundred and fifty are in condition sell them, and also their offsprings.

"If one is content to be just a private in the ranks of breeding cattle he will probably do as well financially in a general way to follow the crowd, leaving the real improvement of cattle to those who have ambition, time and means to conduct experiments.

"Those who have simply drifted with the tide are not the men, however, who have improved our cattle. All the benefits that we are now enjoying by the improvement of cattle have come from men who have gone out and paid large purses for breeding cattle regardless of what other people had to say about it.

"Many honest men are opposed to using registered bulls because they believe their cattle will become more delicate. Amos Cruickshank, the king of the Shorthorn breeders, taught the world that a good registered bull must first of all things have a strong constitution. Scrub care, scrub management and scrub breeding will keep up and be perpetuated as long as we have scrub owners and scrub workmen.

"Too many men desire to buy breeding stock at hardly above butcher prices, and express no willingness to pay a premium to the man who is offering them animals that have been produced at a great cost and care. We all need education, but such men need a little more than others. The time is not far distant when a good premium cow will be worth more than a bull of like quality, when our yearlings will all be sold by weight, and when our farmers will want for feeding purposes every yearling that what range we may have left can produce."

J. A. Kemp then read a paper on irrigation and its relation to the live stock industry.

Following Mr. Kemp, A. B. Robertson of Colorado City, Texas, read a paper on "Markets and Their Extension - to What Extent Affected by Packing Industry."

ARMOUR REPRESENTATIVE SPEAKS

By special invitation of the association G. J. Brine, representing Armour & Company, of Chicago, read a paper giving an elaborate report of the markets of the world, and said that in many countries not a carcass of live stock can be landed because of the lack of favorable treaties.

The speaker said that the packers and cattlemen should combine to secure legislation in the way of a revision of the tariffs between this and other countries which will result in benefit to all interested in the live stock industry. The restrictions which curtail consumption of American meat products should be relieved and to do it is necessary for tariff modification.

The interest of live stock raisers and packers is identical, and should be entirely free of friction, but such cannot be. The same conditions exist in every other business of this country.

AMERICAN ASSOCIATION ENDORSED

A resolution was offered and passed endorsing the American Live Stock Association, and urging that the Texas association join the American Association.

Murdo MacKenzie of Colorado spoke to the resolution, favoring the resolution on the grounds that such action would interest the association members in more ways than one. He said that with combined efforts and influence of all the stockmen in the west, better results can be attained in securing proper legislation at Washington. He concluded his endorsement of the resolution by earnestly urging the members to vote for the resolution.

R. M. Thompson of Austin said that it was essential that the association have the moral support of all cattlemen. He spoke at length on the stockmen refusing to give information to committees for the federal and state authorities that they may know as to an existing combination of packers. He thought the convention should instruct every member to give what testimony he can on the beef trust matter to those who are investigating the matter.

A vote was taken on the resolution, and carried.

W. L. Calohan, an inspector at Midland, spoke on the duties of inspectors.

America has shown its confidence in the new Japanese war loan by taking half of it. There can be no doubt as to where American sympathy is in the struggle between Russia and Japan.

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BEEF TRUST JURY TO BE THOROUGH

Chicago Investigation Likely
to Be Continued Until
Month of June

TO TAKE UP RAILROADS

Private Car Lines Will Be
Probed After the President Task Is Done

CHICAGO, March 27.--Investigation of the "beef trust" was resumed today by the Federal grand jury. The grand jury will have for additional advisors from now on, District Attorney Baxter of Omaha and Assistant District Attorney odman of Chicago. It is said the inquiry is likely to last two months longer. It is declared that when the government has finished its investigation into the packing industry it plans to take up railroads and private car lines.

VETERINARIANS END ANNUAL GATHERING

Number of New Members Added to State Organization--Will Meet in Dallas Next Year

At the third annual session of the Texas State Veterinary Medical Association Friday afternoon the following new members were admitted:

Jas. Lewis, McKinney; W. McKellar, Fort Worth; S. B. Bittick, Fort Worth; R. Lee Rhea, McKinney; C. E. Mauldin, El Paso, and M. A. Peck, Fort Worth.

Officers elected for the year 1905-06 were: President, Dr. A. E. Flowers of Dallas; first vice president, Dr. T. A. Fray of El Paso; second vice president, Dr. S. L. Blount of Fort Worth; secretary, Dr. E. L. Lewis of Waxahatchie; treasurer, Dr. W. G. Langley of Dallas.

By unanimous vote Dallas was selected as the place of meeting in 1906; the date to be announced by the secretary later.

Papers were read on "Behring's Work on Suppression of Tuberculosis," by Dr. J. H. Reitz; "Traumatism in Beef Animals," by Dr. H. D. Paxson; "Cattle and Sheep Scab," by Dr. Joseph W. Parker; "Food Poisoning," by Dr. E. L. Lewis; "Fistulous Tracts and Their Treatment," by Dr. W. G. Langley.

FAT STOCK SHOW

Exhibit the Largest and Most Complete Ever Shown in Fort Worth

NOCONAH STEERS WINNERS

Tom Hogan's Entries Capture Fire Prizes in Hereford Classes of Cattle

(First Day.)

The Ninth annual exhibit of the National Breeders and Fort Worth Fat Stock Show opened at the North Fort Worth stock yards this morning. In size, quality of exhibits, arrangement and classification the show exceeds anything ever before attempted in Fort Worth.

During the morning hundreds of visitors visited the pens in the hog division of the stock yards, where the exhibits are quartered, and praise for the quality of animals exhibited was shared with favorable comments on the completeness of arrangements for the convenience of both exhibitors and visitors.

Herefords, Shorthorns, Polled Angus, Galloways and other breeds of cattle have been arranged according to class in the northern half of the hog division. Directly south of the cattle pens are those occupied by the sheep and goats. The extreme southern section of the hog division is occupied by the hogs.

In numbers and quality the hog exhibit is the most surprising shown. Those who have watched the progress of the hog raising industry in Texas since the Swift and Armour packing houses were established in Fort Worth cannot fail to note the remarkable advancement in quality which has been made in Texas hogs during the past three years. Many of the hogs exhibited came from Oklahoma and show the effects of corn feeding, but the Texas hogs have a leading place.

Directly south of the hog division pens of the stockyards has been erected a building in which are located the show rings. This building is on the south side of Exchange avenue, directly east of the horse barns. A separate building for exhibiting the cattle for judging has never been provided before at the Fort Worth show and its convenience this year is commented on favorably by both judges and visitors. Seats have been provided in this pavilion for visitors. During this morning's judging they were crowded.

JUDGING BEGINS EARLY

Shortly before 10 o'clock this morning the judging began. Fat steers, from registered sires, were the first animals to enter. Martin Flynn of Des Moines, Iowa, was the judge for Shorthorn stock, while Overton Harris of Harrisburg, Mo., passed judgment in the east or Hereford-ring.

Among the Hereford animals entered, those of Tom Hoben of Noconah, Texas, took first prize in all three classes, 2-year-olds, yearlings and calves. Mr. Hoben's yearling Hereford, Alfonso, was then placed with the sweepstakes winner of the Shorthorn steers and carried off the title of champion steer of both breeds exhibited, winning the title over Roosevelt, the sweepstakes winner of the Shorthorns.

The awards were as follows:

HEREFORDS

Steers, 2 years old and under 3—Six entries in this class: First prize taken by Jim, weight 1,700 pounds, owned by Tom Hoben of Noconah; second, Pretender, Texas Experiment Station, weight 1,330; third, Soup Bones, weight 1,640, owned by Lee Brothers of San Angelo.

Steers, 1 year old and under 2—Seven entries: Alphonso, weight 1,200 pounds, owned by Tom Hoben of Noconah, first; Gaston, weight 1,190, owned by Tom Hoben, second; Clifford, weight 1,220, owned by D. S. Donald, Krum, Texas, third.

Steers, under 1 year—Lee, weight 740 pounds, owned by Tom Hoben of Noconah, first; Joe, weight 960, owned by Pruett of Saginaw, second; Snow, weight 880, owned by J. O. Rhome, Fort Worth, third.

Sweepstakes steer of three foregoing classes—The three entries for the sweepstakes were all owned by Tom Hoben of Noconah, his animals having taken first in the 2-year-old, the yearling and the calf classes. The sweepstakes for the champion steer was awarded to Alphonso, Hoben's yearling, weight 1,200.

Registered bulls, 3 years old and over—Oakwood Hesiod, 43d, weight 2,500 pounds, owned by B. N. Aycock, Midland, first; Warrior, 18th, weight 2,000, W. J. Davis, San Angelo, second; Patrolman, 4th, owned by J. B. Eckard, Henrietta, third.

SHORTHORNS

In the Shorthorn class of the single lot steers, 2 years old and under 3, four entries came in the ring. At 10 o'clock Martin Flynn of Des Moines, Iowa, began the work of judging. The prizes went to Jack, weight 1,680, owned by J. M. Brown of Granbury, first; J. T. Day of Rhome, second, unnamed; Bill Blocker, weight 1,540, owned by Dave Harnell of Liberty Hill, third; X-Ray, weight 1,400, owned by W. A. Rhea, Rhea's Mills, fourth.

Yearling steers—Twelve entries: First premium, William Pierson, Godley, on Roosevelt, weight 1,303; second premium,

Howard Man, Waco, Weldars, weight 1,420; third premium, College Station, on Elmhurst Lad, weight 1,380.

Calves—Seven entries: First prize went to J. F. Green & Co. of Gregory, on Rustler; second, Charles McFarland, Jr., on Stuart Harrison; third prize to John Brown of Granbury on Muggins.

The prize for the best Shorthorn steer, either 2-year-old, yearling or calf, was awarded to Roosevelt, a yearling belonging to Dr. Pierson.

Then came the awards in the aged bull class. The Shorthorns lined up seven strong. Awarded were as follows:

First, David Harrell, Liberty Hill, Young Alice's Prince, 4 years old; Second, W. A. Rhea, Rhea's Mills, Thankmar, 5 years old; third, D. F. Hovenkamp, Fort Worth, Duke of Gloster, 5 years old; fourth, J. W. Carey, Durant, I. T., Chief Victor; fifth, J. W. Williams, Fort Worth, Baron Scotchman.

AGE PROTESTS STOP JUDGING

Four Complaints Are Made at the Fort Worth Fat Stock Show

AUCTION SALES COMMENCE

Prize Winners Are on the Block This Afternoon—Resume Judging Thursday

(Second Day.)

Four protests as to age must be passed upon before awards are made on the beef cattle in car lots at the Fat Stock Show.

The executive committee attempted to rectify the matter this morning, but was unable to decide because of the lack of a quorum. It was generally conceded, however, that a veterinary surgeon should designate the age of the steers in question as the only way to solve the matter. As soon as this is done judging of beef cattle in car lots will begin.

Of the four pens three contain calves and the other 2-year-olds. Two of these are from Waxahachie and one each from Quanah and Cedar Hill.

No premiums were awarded this morning to avoid interference with the attendance at the convention. Judging will be resumed Thursday morning at 10 o'clock.

An auction sale of prize winning steers began this afternoon at 1:30 o'clock in the ring at the Stock Show. George Bellows and R. E. Edmondson are the auctioneers. When the steers are disposed of Shorthorns will be offered. Of the latter class fifty cows and thirty-nine bulls are offered for sale. Herefords will be auctioned Thursday afternoon.

A feature of the Fat Stock Show is the work of students of the Agricultural and Mechanical college under the direction of Prof. T. R. Marshall. Registered cattle, sheep and hogs are passed upon by the students, who will themselves be graded upon their opinions. Students taking part are Duke Burgess, J. W. Laving, V. P. Brown, A. A. Wright, C. Giddings, W. T. Lew, John Alexander and A. J. Smith.

This year's show sets a new mark in the matter of individual entries. By actual count there are 419 Shorthorns, 323 Herefords and ninety-three Red Polls on exhibit. In addition the pens accommodate 1,300 hogs and 330 sheep in car load lots. Several goats are also candidates for blue ribbons. Over in the beef cattle division there are nineteen pens of fat steers.

Yesterday afternoon Senator Joseph W. Bailey visited the Live Stock Show. While viewing the Shorthorns he announced he is experimenting in an endeavor to breed off the horns.

AWARDS TUESDAY AFTERNOON

Grand champion steer: Tom Hoben first on Hereford 2-year-old, "Alphonso," weight 1,200 pounds.

SHORTHORNS

Bulls, 2 years and under 3, seven entries: First to Howard Mann, Waco, Bridgroom; second, David Harrell, Liberty Hill, John McDermott; third, J. F. Hovenkamp, Prince Barrier; fourth, J. E. Rhea, Rhea's Mills, Friendship; fifth, Thomas B. White, Watauga.

Senior bull yearlings, five entries: First award to J. F. Hovenkamp, Fort Worth, on Queen's Cup; second award to W. A. Rhea, Rhea's Mills, on Robin; third award to R. H. McNatt, Fort Worth, on Royal Jessamine; fourth award to H. C. Halloway, Fort Worth, on Lord Champion; fifth award to W. J. Munsey, on Rambler; sixth award to J. F. Green & Co., on Aberdeen's Best.

Junior bull yearlings, four entries: First award to John E. Brown, Granbury, on Diamond King; second award to Charles E. Hicks, Saginaw, on Ruby; third award to L. B. Brown, Smithfield,

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on Royal Prince; fourth award to J. F. Hovenkamp, Fort Worth, on Venus Lad; fifth award to W. A. Rhea, Rhea's Mills, on Robin Adair; sixth award to J. W. Williams, Tarrant county, on Scotch Crusader.

Senior bull calves, nineteen entries: First and fourth awards to C. B. Merrifield, Oak Cliff, on Rosen Englewood and Gay Meple, respectively; second award to V. O. Hildreth, Aledo, on Seraph Lord; third and seventh awards to Captain Rhea, Rhea's Mills, on Alice's Red King and New Year's Gift, respectively; fifth award to J. F. Hovenkamp, Fort Worth, on Butterfly Lad; sixth award to J. F. Green, Gregory, on Straight Archer; eighth award to J. D. Short, Decatur, on Decatur.

Junior bull calves, eight entries: First award to W. A. Rhea, Rhea's Mills, on Mystic King; second award to J. F. Hovenkamp, Fort Worth, on Royal Irwin; third award to J. F. Green & Co., Gregory, on Trick Master; fourth award to J. F. Hovenkamp, Fort Worth, on Royal Prince; sixth award to J. W. Carey, Durant, I. T., on Prince Royal; seventh award to David Harrell, Liberty Hill, on Admiral Solitaire.

Cows, 3-year-olds and over, twelve entries: First award to J. W. Carey, Durant, I. T., on Lavender Princess; second award to J. F. Green & Co., Gregory, on Maggie Beaton; third award to J. F. Green & Co., Gregory, on Belle's Gem; fourth award to J. W. Carey, Durant, I. T.; fifth award to J. C. Washington, Marietta, I. T., on Ravenswood's Indian Lassie.

Cows, 2-year-olds and under 3, eleven entries: First award to J. W. Carey, Durant, I. T., on Ravenswood Indian Rosamond; second award to J. F. Green & Co., Gregory, on Marygold 23d; third award to J. F. Hovenkamp, Tarrant county, on Lady Royal; fourth award to J. F. Hovenkamp, Tarrant county, on Owen of Texas 6th; fifth award to J. W. Carey, Durant, I. T., on Golden Royal of Blackwater.

Senior yearling heifers, thirteen entries: First award to John E. Brown, Granbury, on Whitehall Naina; second award to David Harrell, Liberty Hill, on India Myrtle; third award to C. B. Merrifield of Oak Cliff, on Princess Wylie; fourth award to David Harrell, Liberty Hill, on Double Wylie; fifth award to Charles E. Hicks, Fort Worth, on Naomie's Ruth; sixth award to William Pierson, Godley, on Archer's Pride.

Junior yearling heifers, fourteen entries: First award to L. B. Brown; second award to J. F. Green & Co., Greg-

ory, on Princess of York; third award to David Harrell, Liberty Hill, on Royal Princess; fourth award to D. Harrell, Liberty Hill, on Lady Violet; fifth award to J. F. Hovenkamp, Fort Worth, on Lucretia 2d; sixth award to W. P. Stewart, Jacksboro, on Sweet Alice.

Senior heifer calves, fourteen entries: First award to J. F. Green & Co., Gregory, on Gay Mary; second award to Dave Harrell, Liberty Hill, on Princess Pearl; third award to J. W. Carey, Durant, I. T., on Miss McDermott II.; fourth award to David Harrell, Liberty Hill, on Bridal Wreath; fifth award to William Pierson, Godley; sixth award to J. F. Green & Co., Gregory, on Nellie Beaton; seventh award to J. W. Carey, Durant, I. T., on Chickasha Belle; eighth award to W. A. Rhea, Rhea's Mills, on Queen Lil.

Junior heifer calves, three entries: First award to J. F. Green & Co., Gregory, on Countess of York; second award to W. A. Rhea, Rhea's Mills, on Princess Desdemona; third award to David Harrell, Liberty Hill, on Prudence; fourth award to A. J. Davis, Gainesville, on Shawmetta.

Senior bull sweepstakes, two entries: Awarded to David Harrell, Liberty Hill, on Young Alice's Prince.

Junior bull, sweepstakes, four entries: Awarded to C. B. Merrifield, Oak Cliff, on Roan Englewood.

Grand champion Shorthorn bull, two entries: Awarded to David Harrell, Liberty Hill, on Young Alice's Prince.

Senior cow sweepstakes, two entries: Awarded to J. W. Carey, Durant, I. T., on Lavender Princess.

Junior cow sweepstakes, four entries: Awarded to John E. Brown, Granbury, on Whitehall Minor.

Grand champion cow: Awarded to J. W. Carey, Durant, I. T., on Lavender Princess.

HEREFORDS

Bulls, 3 years old and over: First award, Oakwood Hesiod 43d, weight 2,500 pounds, owned by B. N. Aycock, Midland; second, Warrior 18th, weight 2,000 pounds, W. J. Davis, San Angelo; third, Patrolman 4th, owned by W. S. and J. B. Eckard, Henrietta.

Bulls, 2 years old and under 3, two entries: First award, J. B. Salver, Jonah, Early of Shadland 30th; second, J. F. Yearwood, Georgetown, McNatt.

Yearling bulls, seven entries: First award, B. N. Aycock, Midland, Butte Hesiod; second, B. C. Rhome Jr., Saginaw, Beau Bonnie; third, Sterling P. Clark, Tarrant county, Walter; fourth, Mart Hovenkamp, Fort Worth, Corrector,

Ir.; fifth, W. D. Jones, San Angelo, Chester.

Bull calves, senior class; eleven entries: First award to Scharbauer Brothers, Midland, on Sagamore; second award to B. N. Aycock, Midland, on Royal Boy; third award to B. N. Aycock, Midland, on Onward 30th; fourth award to J. O. Rhome, Saginaw, on Beau Douglass; fifth award to W. N. Waddell, Odessa, on Beau Champion.

Junior bull calves, three entries: First award to B. N. Aycock, Midland, on Oakwood, Jr.; second award to Lee Brothers, San Angelo, on Leedale's King; third award to W. S. & J. B. Ikard, Henrietta, on Dixie.

Cow, 3 years old, six entries: First award to W. S. & J. B. Ikard, Henrietta, on Armour's Poppy; second award to the same, on Lady Donna; third award to Tom Hoben, Nocona, on Della; fourth award to B. N. Aycock, Midland, on Clara Oakwood; fifth award to W. D. Jones, San Angelo, on Miss Ikard.

Cow, 2 years old, seven entries: First and second awards to W. S. & J. B. Ikard, Henrietta, on Ada II and Yelive, respectively; third award to B. N. Aycock, Midland, on Beauty X; fourth award to Tom Hoben, Nocona, on Zillah; fifth award to Scharbauer Brothers, Midland, on Bessie Elliott IV.

Senior yearling heifers, seven entries—First award to Lee Brothers, San Angelo, on Leedale Queen; second award to Campbell Russell, Hereford, I. T., on Lula II; third award to W. S. & J. B. Ikard, Henrietta, on Lady Wilson III; fourth award to B. N. Aycock, Midland, on Beatrice Hesiod X; fifth award to W. S. & J. B. Ikard, Henrietta, on Lorine.

Junior yearling heifers, two entries: First award to W. D. Jones, San Angelo, on Truthful; second award to W. S. & J. B. Ikard, Henrietta, on Thelma.

Senior heifer calf, six entries: First award to B. N. Aycock, Midland, on Alice Wenderland; second award to B. N. Aycock, Midland, on Our Bessie; third award to Scharbauer Brothers, Midland, on Neal II; fourth award to J. B. Salyer, Jonah, on Elsie Alamo; fifth award to T. D. Wilkinson, Enloe, on Victoria.

Junior heifer calf, one entry: First award to Lee Brothers, San Angelo, on Leedale Countess.

SWEEPSTAKES

Competition limited to prize winners. Senior bull sweepstakes, two entries: Awarded to B. N. Aycock, Midland, on Oakwood Hesiod XLIII.

Junior bull sweepstakes, four entries: Awarded to B. N. Aycock, Midland, on Butte Hesiod, yearling.

Grand champion bull: Awarded to B. N. Aycock, Midland, on Oakwood Hesiod XLIII.

Senior cow sweepstakes, awarded to W. S. and J. B. Ikard, on "Armour Poppy."

Junior cow sweepstakes, awarded to Lee Brothers, San Angelo, on "Leedale Queen."

Grand champion cow, awarded to W. S. and J. B. Ikard, on "Armour Poppy."

AGED HERD

First award to W. S. and J. B. Ikard, Henrietta.

SPECIAL PRIZES

Four animals, the get of one sire, eleven entries: First award to B. H. Aycock, Midland; second award to B. N. Aycock, Midland; third award to W. S. and J. B. Ikard, Henrietta; fourth award to W. N. Waddell, Odessa; fifth award to Scharbauer Brothers, Midland.

CALF HERD

First award to Scharbauer Brothers, Midland; second award to W. S. and J. B. Ikard, Henrietta.

Two animals, produce of single cow, seven entries: First award to B. N. Aycock, Midland; second and fourth awards to Tom Hoben, Nocona; third award to W. S. and J. B. Ikard, Henrietta; fifth award to A. B. Jones, Big Springs.

This concluded the awards in the Hereford class.

SWINE AWARDS

Heavy hogs, car lots: R. B. Whisnant & Son, Allen, first; Ed Edmonson, Newark, second; Hill, Williams & Co., Frisco, third; F. E. Hurley, Custer City, Okla., fourth.

Hogs, car lots, lightweights: Hill, Williams & Co., Frisco, first; J. B. Whisnant & Son, Allen, second; B. F. Gearhart, Celina, third; W. Jorgenson, Tryon, fourth.

Hogs in pens of five, over 1 year old: Ed Edmonson, Newark, first.

Hogs in pens of five, under 1 year old: N. W. Hovenkamp, Keller, first and third; Ed Edmonson, Newark, second.

Fat barrow by registered sire: Mark Hovenkamp, Keller, first; Ed Edmonson, Newark, second and third.

Registered Poland-China sow: M. W. Hovenkamp, Keller, first.

Fat registered barrow: Ed Edmonson, Newark, first and second.

Fat barrow under 12 months: Ed Edmonson, Newark, first and third; T. D. Hovenkamp, Birdville, second.

Work has begun on the new Union stock yards that are to be constructed in Amarillo at a cost of \$25,000, and it is hoped to have the yards in shape by the time the Panhandle Cattle Raisers' association holds its annual meeting in that city, which will be April 18. Amarillo is also at work on a packing house scheme.

TREES THAT GROW
Hardy varieties; yield big crops. Grafted. Apple, 45c; Budded Peach, 50c; Black Locust Seedlings, \$1 per 100.

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1000-2 Concord Grapes, \$2 per 100. We pay the freight. Catalog, English or German, free. GERMAN NURSERIES, Box 26, Beatrice, Neb.

AGE PROTEST NOT ALLOWED

Fat Stock Show Committee Announces Action Regarding Cattle Entered

JUDGING OF SHEEP BEGINS

J. T. Butts of This City Is Making Awards—Awards and Sales Thursday

(Third Day.)

After a deliberation of two days, the Fat Stock Show committee decided not to allow the protests filed against three carloads of calves and one car of two-year-olds in the beef cattle class at the Fat Stock Show.

This action cleared the way for the judges, who resumed their work this afternoon at 2 o'clock. When awards are completed the prize winning carload lots of steers will be sold. The committee consulted veterinary surgeons, cow dentists and other experts before reaching their decision.

In the beef cattle class Thursday afternoon J. B. Wilson of Dallas was awarded first prize in the aged steer class, carload lots of fifteen. H. B. Johnson of Chickasha, I. T., was second and A. T. Murchison of Farmersville, was third.

JUDGING OF SHEEP

Judging of sheep started at noon today. J. F. Butts of Fort Worth is the judge. C. D. Doty of Illinois took a majority of the premiums.—Awards up to 1 o'clock were:

SHROPSHIRE

Bucks, 1 year old and over—T. D. Hovenkamp of Birdville, first; C. D. Doty of Illinois, second.

Bucks, 1 year old and under—C. D. Doty, first; J. L. Rhome Jr. of Saginaw, second.

C. D. Doty also took first and J. L. Rhome Jr. second in the following classes: Lamb ram, under 1 year; ewe, 1 year old and over, and ewe lamb, under 1 year. Ram, any age—C. D. Doty, first. Ewe, any age—C. D. Doty, first. Best ram and four ewes—C. D. Doty, first; J. L. Rhome Jr., second.

HORNED DORSETS

Ram, 1 year and over—W. M. Bryant of Cedar Hill, first.

Awarding of premiums will be concluded this afternoon.

THURSDAY'S SALE

Higher prices prevailed at the auction of registered cattle Thursday afternoon than on the opening day of the sale. Herefords were on the block. Many were desirable breeders and bidding was spirited. The average was \$135.88 per head, top price of \$360 being given for Jerry, a bull bred by Tom Hoben.

Prize winning Hereford steers sold readily. "Lee," Tom Hoben's prize winner, brought \$26 per hundred weight, after opening in the bidding at \$6. A. H. Burns of Dallas was the purchaser. Mr. Burns also bought another prize steer at \$6.75. The Sanders Commission Company of San Antonio bought the St. Louis premium steer of Lee Brothers of San Angelo at \$6.50. This animal will be barbecued when President Roosevelt visits the Alamo City next month.

The 1,700-pound prize winning Hereford steer, Jim, owned by Tom Hoben, went to Swift & Company for \$7.75. Before it left the ring the steer was resold to J. S. Noel of Fort Worth.

Registered Herefords sold as follows: McNatt, bull, owned by J. F. Yearwood, Georgetown, \$225; bought by Henderson Brothers, Rudd.

Paulines Ike, bull, owned by Lee Brothers, San Angelo, \$125; bought by G. W. Sanders, San Angelo.

Janet, cow, owned by B. C. Rhome, Fort Worth, \$135; bought by Frank Vaden, Sherman.

Jones of Langdale, bull, owned by C. W. Martin, Decatur, \$125; bought by Phil Turnely, Decatur.

Sam Wells, bull, owned by T. D. Wilkinson, Enloe, \$85; bought by R. T. Cobb, Stamford.

Voltaire, bull, owned by B. C. Rhome, Fort Worth, \$175; bought by G. Saunders, San Antonio.

Daylight, bull calf, owned by J. S. Hovenkamp, Keller, \$125; bought by J. I. McWhirter, Barre.

Lorena, cow, owned by B. C. Rhome, Fort Worth, \$140; bought by J. P. Turner, Brownwood.

Dick, yearling bull, owned by J. O. Rhome, Saginaw, \$230; bought by Henderson Brothers, Rudd.

Dora 3d, cow owned by Ellis Richardson, Albany, \$105; bought by C. W. Martin, Decatur.

Ella 4th, cow, owned by W. S. and J. B. Ikard, Henrietta, \$165; bought by J. M. Ikard, Chickasha.

Governor Hogs, bull, owned by J. F. Durringer, Crowley, \$90; bought by W. B. Collins, San Angelo.

Garfield, bull, owned by W. M. Hovenkamp, Keller, \$125; bought by Henderson Brothers, Rudd.

Primrose Pride, bull, owned by J. R.

Lewis, Sweetwater, \$85; bought by Charles Collins, San Angelo.

King Edward, bull, owned by E. B. Beck, Sulphur Springs, \$95; sold to Iogan & Caruthers, Georgetown.

Don Bernardo, bull, owned by J. W. & D. L. Knox, Jacksboro, \$200; sold to Charles Collins, San Angelo.

My Theo, heifer calf, owned by George W. P. Coates, Albany, \$75; bought by W. D. Jones, San Angelo.

Rob Roy, bull, owned by F. W. Axtell, Fort Worth, \$115; sold to Ed Stevens, Albany.

Queen's Beauty, heifer calf, owned by S. P. Clark, \$125; bought by S. J. Herstedt, Groesbeck.

Leedale's Star, bull, owned by Leo Brothers, San Angelo, \$115; bought by Charles Collins, San Angelo.

Elsie Alamo, heifer calf, owned by J. B. Sabyn, Jonah, \$150; bought by Henderson Brothers, Rudd.

Percy, bull, 2 years, owned by A. K. Short, Saginaw, \$275; sold to W. H. Carter, Burnett.

Joe Bailey, owned by C. T. Whitley, Keller, \$95; sold to Charles Collins, San Angelo.

Warrior XXI, bull, owned by Whaley & Jones, Gainesville, \$200; bought by Charles Collins, San Angelo.

Jerry, bull, owned by Tom Hoben, Nacona, \$360; bought by Charles Collins, San Angelo.

Algie Shofner, bull, owned by J. F. Yearwood, Georgetown, \$185; bought by D. R. Smith, Lawn Hill.

Aaron, bull, owned by W. D. Jones, San Angelo, \$180; sold to Hamilton Brothers, Rudd.

Conqueror, bull, owned by Hermann Specht, Iowa Park, \$70; bought by A. K. Bath, Caddo, I. T.

Houston, bull calf, owned by C. W. Martin, Decatur, \$120; sold to Ernest Stevens, Albany.

Carl, bull, owned by T. D. Wilkinson, Enloe, \$160; sold to C. P. Seals, Baird.

Daisy May, heifer, owned by B. C. Rhome Jr., Saginaw, \$100; sold to Frank Vaden, Sherman.

Flipper, bull, owned by J. O. Rhome, Saginaw, \$160; sold to J. Booge Scott, Coleman.

Shamrock, bull, owned by James A. Hovenkamp, Keller, \$90; bought by Charles Collins, San Angelo.

Idlewild, bull, owned by J. L. Chadwick, Cresson, \$155; sold to W. R. Woodhouse, Weatherford.

Marquis of Salisbury II, aged bull, owned by Ellis Richardson, Albany, \$210; sold to W. H. Chilson, Henrietta.

Tulip, cow, owned by W. S. & J. B. Ikard, Henrietta, \$180; sold to J. Booge Scott, Coleman.

Eclipse, bull calf, owned by J. & F. Durringer, Crowley, \$75; sold to J. S. Swann, Myrtle.

Malcom, bull calf, owned by M. W. Hovenkamp, Keller, \$110; sold to Charles Collins, San Angelo.

Matt XXXIV, bull, owned by John R. Lewis, Sweetwater, \$75; sold to W. B. Tray, Henrietta.

Pretty Boy, bull, owned by J. B. Solver, Jonah, \$150; bought by E. C. Maddox, Mineral Wells.

Horace, bull, owned by E. C. Maddox, Mineral Wells, \$130; sold to Charles Collins, San Angelo.

Miss Theo, cow, owned by George W. P. Coates, Albany, \$135; sold to Charles Collins, San Angelo.

Benjamin Franklin, bull, owned by F. W. Axtell, Fort Worth, \$100; sold to Henderson Brothers, Rudd.

Maid of Athens, heifer, owned by S. P. Clark, Fort Worth, \$100; sold to S. J. Herstadt, Groesbeck.

George II, bull, owned by Ed B. Beck, Sulphur Springs, \$100; sold to Charles Collins, San Angelo.

Chester, bull, owned by W. D. Jones, San Angelo, \$195; sold to Charles Collins, San Angelo.

Barbara, bull, owned by Lee Brothers, San Angelo, \$115; sold to Charles Collins, San Angelo.

Commodore, bull, owned by J. F. Yearwood, Georgetown, \$105; sold to Ed Stevens, Albany.

Lioue, heifer, owned by B. C. Rhome, Fort Worth, \$105; sold to Frank Vaden, Sherman.

Henkle of Langdale, bull, owned by C. W. Martin, Decatur, \$110; sold to Ellis Richardson, Albany.

Caesar, bull, owned by T. D. Wilkinson, Enloe, \$115; sold to C. C. Seals, Baird.

Tom West, bull, owned by J. O. Rhome, Saginaw, \$155; sold to E. Stevens, Albany.

Ninekah, heifer, owned by B. C. Rhome Jr., Saginaw, \$100; sold to Frank Vaden, Sherman.

Wonder, bull, owned by J. A. Hovenkamp, Keller, \$110; sold to J. W. Caruthers, Georgetown.

Korina, cow, owned by C. L. Chadwick, Cresson, \$135; sold to Charles Collins, San Angelo.

Alsus, bull, owned by Hermann Specht, Iowa Park, \$75; sold to W. L. Foster, Sterling City.

Pretty Theo, cow, owned by W. P. Coates, Albany, \$100; sold to W. D. Jones, San Angelo.

RED POLLS

Red polls were judged Thursday afternoon by John R. Lewis. Awards follow:

Bulls, 3 years or over—First, R. H. Jennings, Martindale, Texas, on Multiple; second, J. L. and J. R. Jennings, Martindale, Texas, on Peter B.

Senior yearling bull—First, J. L. and J. R. Jennings, Martindale, Texas, on Panama; second, W. R. Clifton, Waco, on Elmore.

Senior bull calf—First, J. L. and J. R. Jennings, Martindale, Texas, on Red Boy.

Heifer, 2-year-old—First, J. L. and

J. R. Jennings, Martindale, Texas, on Empress.

Senior yearling heifer—First, J. L. and J. R. Jennings, on Fancy Maid.

Junior yearling heifer—First, J. L. and J. R. Jennings, on Nina.

Senior sweepstakes bull—R. H. Jennings, Martindale, on Multiple.

Junior sweepstakes bull—To J. L. and J. R. Jennings, Martindale, on Panama.

Senior sweepstakes cow—To J. L. and J. R. Jennings, Martindale, Texas, on Empress.

Junior sweepstakes cow—To J. L. and J. R. Jennings, Martindale, on Fancy Maid.

BLOODED STOCK SELLS

Galloway Calves at Midland Bring Fancy Prices

MIDLAND, Texas, March 22.—Every stockman loves to see them no matter where they are found, and young blooded stock will always be in demand by feeders as well as the butcher, George Cauble of Big Springs, when he saw that bunch of black muley baby calves feeding in the pen at George Elliott's, was not satisfied until he put his brand on them, and the keen eye of the stock feeder sparkled as he tempted Mr. Elliott to put his price on them. When the price was given it required just two days to close the trade, and George Cauble was the owner of one of the best bunches of black muley calves ever shipped from Midland. They were not culled, but were from the best imported stock of Galloways raised in this country.

Mr. Elliott's herd is among the first imported into West Texas. He has always taken a pride in improving his herd, purchasing the very best breeding stuff the country affords. Two weeks ago he imported one of the great prize winners, the record-breaker "Pretoria," who had won the highest premiums in his class. Such strides as these put the country to the front. The markets of the world are after baby beef, and all breeds that will answer the purpose are in demand. Mr. Elliott sold thirty head of these black muley calves that had been on feed thirty days for \$23 around, and the same buyer paid \$18 around for the remainder of the bunch, which had not been on feed, as soon as he saw them.

The late rains have put all the ranchmen to work. Sorghum and mile maize are in good demand for planting purposes, and a large forage crop will be planted throughout this section. Live stock circles are quiet. Most of the ranchmen seem to be of the opinion that spring trading will begin at the Fort Worth convention.

Scharbauer & Aycock have selected some of their young full bloods and sent them to the Fort Worth Fat Stock Show, and it is expected they will come home with the cream of the premiums. They have also shipped some of their best Hereford grades to the Fort Worth show.

IN THE ALPINE COUNTRY

ALPINE, Texas, March 25.—L. F. Buttrill is here from his ranch and says he is preparing to plant twelve or fifteen acres in cane and Johnson grass.

J. D. Jackson shipped to Houston Saturday night the carload of fat cows he purchased of L. Haley.

S. A. Purrington sold to H. C. Myles of El Paso a carload of cows at \$16.

Nearly all of the ranchmen are preparing to plant some kind of feedstuff this year.

W. W. Turney and wife of El Paso are visiting the latter's parents here, Mr. and Mrs. S. R. Guthrie. Mr. Turney is largely interested in Brewster county, having quite an extensive and well stocked ranch in the southern part of the county.

Otis Finley has bought of Mrs. Cora Reynolds the pasture lying between Valentine and Quebec and comprising about 12,000 acres.

M. B. Chastain, a prominent Presidio county stockman, accompanied by his wife, attended the Cattle Raisers' Association convention in Fort Worth.

J. D. Jackson attended the Cattle Raisers' Association convention.

Several parties near Haymond are preparing to plant cotton, something never before tried in this part of the country.

Persons coming in from every direction report the roads very rough and badly washed, caused by the recent heavy rains.

Whenever the big packers and their emissaries are cornered on the condition of the cattle markets in this country, they immediately begin to look sorrowful and talk about the development of our foreign trade.

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BAKER BROTHERS, Fort Worth, Texas.

WHAT LAWS CONGRESS SHOULD ENACT APPLYING TO INTERSTATE COMMERCE

Judge Sam H. Cowan of Fort Worth, who addressed the Texas Cattle Raisers' Association convention today on the "Effect on the Cattle Industry of Empowering the Interstate Commerce Commission to Fix Rates," said:

"Conditions demand that every citizen take part in the problems of government and exert his influence to see to it that the great railway and other corporations, which are sapping the vitality of the nation and making its industries subservient to them to amass colossal fortunes, dangerous to free government, shall be rightfully and reasonably controlled. You must either do this or in time submit to commercial and industrial servitude, bankruptcy, ruin and possible revolution. Your duty does not end at the ballot box, it begins there. Your representatives may have ever so good intentions, but you must let them know they are expected to master these public questions in detail and so educate themselves as to be able to act for you with effect and to do it. If they do not, elect some one who will.

"The inalienable right of every man to the enjoyment of life, liberty and the pursuit of happiness at once the foundation and object of true and free government is transformed into an obstacle against enacting laws which will secure those rights. It is stoutly contended by the railroads that to fix rates by the law is an invasion of the right to carry on a lawful business, and you are met with most stubborn resistance in every effort to secure such law which you believe to be essential to the protection of your business against the burdens which they may and do place upon it. The rights of private property, to engage in a lawful business, which has ever been the mainspring of that superb individual effort which has made this country great, has its just limitation, viz: that no man may make use of a public franchise or so use his own as to injure another, for this is a condition precedent to the enjoyment of every property right, and if not observed may enable one man or set of men to become the oppressor of others.

"The object, therefore, of all true government should be to protect the right by preserving the necessary limitation upon that right.

Rights of Private Property

Do Not Apply to Railroads

"The mistaken view which railroad representatives take, that because of their rights to carry on a lawful business and their rights of private property the government should not limit their earnings nor specify the service which they shall render for a given price, or the price which they may charge for a given service, has led many of them into the mistaken though earnest belief that governmental regulation is an encroachment upon those rights; and that those who advocate it are their enemies; "fighting" them, to use their expression. Nothing is further from the true facts. We are only seeking to preserve the just limitation that no man may so conduct his business or a public franchise as to place an undue burden upon another; and this is a limitation attached to the right to own and use property, and to carry on a business, and particularly a quasi-public business; and it is the province of government to preserve such limitation in order that all may have a 'square deal.'

"The government will not let you interpose an obstacle to the building of a railroad through your farm or your ranch; your house is not yours against the right of eminent domain which the government grants to railroads; nor in case they take it by condemnation do you have the right to name the price; the condemnation jury commissioners do that. It is fundamental that the government has the right to fix the charge for public carriers, and when they embark in that business they must do so upon that condition—that is one of the limitations upon the right to transact that class of business.

"The only fight which we make is to secure that protection in fact which the constitution and laws give in theory, and in no sense for spoliation. It is made only in order that you may be protected against the power of the railroads to make you pay what they please and in order that a fair and unprejudiced tribunal may decide what you shall pay, rather than leave it to the railroads to do.

Concede Right to Fair Earnings

But Demand Its Regulation

"The right of a railroad, as a rule, to earn a fair return upon the fair value of the property and utilities in the public service, is at all times conceded, but the right is limited to that fair return, and by accepting the franchise to carry on its business the railroad accedes to and is bound by that limitation. This involves as a necessary corollary that the public—the government—has the right to determine what is a fair return; and since the earnings are from rates or tolls on the business of the public, to regulate or fix such tolls or rates. Right here is where the difficulty arises; they concede the right in theory, but dispute it practically, for they claim the right to earn all they can. Having for years exercised this right as to interstate business, it is but natural that they should desire to continue to do so, for the motives of gain are alike in individuals, whether as component parts of corporations or other concerns.

"The right existing to regulate these railroads, and the facts calling for its exercise, if we implore the government to do so are we therefore to be classed as an enemy? If so, it is simply an enemy against the wrong, and not an enemy to the railroad.

No Fight on Railroads—

Only Against the Wrong

"Railroads are a necessity, often a luxury, which happens where there are too many railroads for the volume of business; except where this is so they are entitled to earn a fair return upon their investment and enough to make their business safe and to enable them to give a good and efficient service.

All we ask is that the government in enforcement of these rights provide adequately to determine what is right and to enforce it speedily. This is all we want and the railroads ought to have no fear that their actual rights will be invaded; and they do not. The fear is that the power will be taken away from them to earn some millions of dollars from your business to which they are not entitled, and they are not willing, therefore, that the government shall decide what you shall pay; but you are, and therein lies the difference which is the beginning and end of the controversy; they will submit only under compulsion.

"Our railroad men are among our foremost citizens; we have no fault to find with them as men, and a fairly charitable disposition of mind ought to lead them to feel that the demand which the public makes is not for spoliation or reprisal, but only that each and every man be given a fair chance in life. This result can only be obtained by governmental regulation of what we shall pay for the service which the railroads shall perform. If we had asked that we decide it the question would be very different. We do not differ on facts, they are not in the dispute, we differ in opinion, first on what is a fair return to the railroads; second, what rates are reasonable to produce that return, and third, who shall decide what these amounts shall be.

"The supreme court of the United States has often said, what every one knows to be true, that a railroad in its very nature is a monopoly except at junction points. Combinations among them have extended it to these points, so that it may be safely said they are as a whole monopolies, having business acumen sufficient of course not to 'kill the goose which lays the golden egg.'

"One significant thing has outcropped—there are men in the senate and house apparently so careful of railroad interest that they overlook their duty to the public—they appear more to be interested in the railroads than the public. You, the people, must retire them to private life, not so much to punish them as that justice may prevail.

What Law Should Be Enacted and the Effect of It

"You have asked me to address you on the effect on your business of giving the power to the interstate commerce commission to fix rates, and I shall attempt to speak rather of what might follow giving to the interstate commerce commission power to fix rates, than to predict what will follow, because that power has not yet been given, so that the extent thereof is a known factor. If the Townsend-Esch bill, which passed the national house of representatives, had passed the senate and thus become a law, it would be easier, perhaps, to make a guess than it is, with no knowledge of the terms which will be embodied in the law which congress will enact at its next session; I mean will enact if it is not recreant to its duty and not guilty of breaching a public trust in order to subserve the interests of the great railway and other allied corporations, who by means of control of the public utilities, the highways of commerce and certain monopolies in the manufacture and sale of necessities and conveniences of life, possess the equivalent of a taxing power upon the people, which, were it exercised by the government, must lead to revolution.

What Laws Ought Congress Enact to Control Interstate Commerce?

"In the matters before us a wrong exists which needs a remedy, or it does not; if it does not, let no law be enacted; if it does exist it is the wrong arising from unjust, unreasonable and discriminatory rates and practices by railroads, and any attempted remedy which temporizes or compromises with the wrongdoer is a half wrong itself. Any law which proves of any material and permanent value must strike deeper than the surface. It must be a law which they will fear to disobey, and which when disobeyed will also reach deep into the pockets of these corporations, and which, if infractions thereof are continued, shall be cause for annulling their charters. It must be a law which will protect the people by its observance, rather than to punish the wrongdoer for its breach, hence, must be so strong that it cannot be circumvented or evaded.

"Its prime object should be to protect the public and every individual and to preserve to them their rights of justice and equality, rather than to establish the existence of these rights which are hoary with age and impotent for want of exercise. It should secure to everyone an equally good and efficient public service at the same price and on equally equitable terms; and that price must be as cheap as consistent with good service and at the same time afford such fair return upon the money invested in the facilities used as to best subserve the public good and not destroy the rights of property.

"It must not only do all these things, but render it impossible for railroads, corporations or individuals to conceal any infraction of the law. Last and most important, it should put the government in front, charged with the responsibility of

enforcing the law, because it is as much a matter of public concern as taxation or the revenue laws.

Government Must Fix Rates—

Individuals Can't Litigate

"The individual cannot litigate with powerful corporations; and the government can secure but little by litigation with them. What the government should do; what it must do if the individual and the public is protected against the wrongdoing of the railroads, is to legislate the rate rather than litigate it. Fix the rates and regulate the service by law and do not attempt it by the judgment of courts; the former will succeed, the latter never will. Any law based upon the theory that courts shall try the question as to how much ought to be charged for transportation of freight and passengers, and what should be the relation of these rates, does not reach by half the ends of justice and is doomed to failure.

Fixing Rates a Legislative

Function, Not Judicial

"Fixing a rate with or without hearings or investigation is a legislative act which takes effect if constitutional and lawful at the time designated by law—and not dependent upon the mere caprice or convenience of some court. In the whole history of railroad regulation not a single instance can be pointed to where a court has finally, effectually and speedily afforded relief against unjust rates. If speedy relief is not granted in a given case the continuing unjust exaction which the law may intend to remedy is by the very process of court trials continued in force.

"Congress itself has not the time and cannot for many reasons undertake the task of fixing the rates or prescribe many needed regulations respecting interstate transportation, but the duty is imposed upon it and cannot be delegated to the judiciary; it can only exercise that duty by legislative agents. It is firmly established that it may delegate to a commission the power to do what congress could do itself in fixing the rates and otherwise regulating common carriers engaged in interstate commerce. If it does delegate this power and the governmental agents has that duty placed upon it, then in order to be able to perform that duty the power must be broad enough to enable it to so act as to reach the wrongs which it is intended shall be prevented, or it might as well be withheld.

Law Should Be Simple

Rather Than Complex

"My reason for directing attention to the specific terms of such proposed legislation is in order to point out the danger of a complex system which must be tested and when found wanting a half dozen years hence will be as difficult to amend as it is to amend the existing law, while in the meantime the railroads will go practically unregulated as to interstate traffic.

"The essential thing to do is to give the commission power; make it plain and comprehensive, and then trust the commission to exercise it fairly and equitably. It must be left to some one unless the railroads are to continue to make their own rates, without this supervision, and why not leave it to a properly constituted commission? Who objects to this? The railroads. Why? Because they desire to exercise the power themselves. The same objection will extend to any tribunal having that power, which will impartially perform its duty. The only way to satisfy this objection of the railroads and yet pass any law at all is to make it so defective that it will be worthless. The point cannot be compromised by nicely worded and cunningly devised provisions for review by the courts. That only means an emasculating of the law. A review of a legislative act by a court upon the facts, that is to determine what the legislative department ought to have done on the facts before it, is a clear invasion of the legislative department and functions by the judiciary and is not constitutional.

"A short and simple amendment to the present law conferring the power on the commission to fix a lawful and, in its judgment, a proper rate in lieu of the one which it finds to be unreasonable or otherwise unlawful, is manifestly the thing to do, such rates to go into effect immediately, and fixing appropriate penalties for the disobedience of the act of the commission which in effect becomes a law, as though enacted by congress itself, subject to be changed by the very same power.

"Courts may ascertain whether the commission acts in a lawful manner by exercising the delegated power, or whether its act violates some constitutional right of property; and this is the limit of the constitutional and just powers of the courts.

Rates for Future Must

Be Fixed Arbitrarily

"The fixing of a rate for the future is not a judicial act; from its very nature such rate for the future must be fixed arbitrarily in the sense that the exigencies of the future cannot be known. The fortuitous or unfortuitous combination of things will ultimately affect the justness and reasonableness of a rate for the future.

Courts Not As Competent

As Commission to Fix Rates

"By what act of delving into the future except by experiences of the past can either court or commission or the railroad know what rate ought to be fixed for the future. I maintain, therefore, that it is an arbitrary act no matter who fixes it;

and when a given rate is fixed which is just, fair and reasonable, and by change in conditions it proves otherwise either to railroad or shipper, the commission must have the power to speedily correct it.

"But one of the ever present and prime factors in determining a reasonable and just rate is the amount which a common carrier is entitled to earn. In every such case the interest of the shipper as well as the carrier must be considered and the interest of the consumers—the public—must be considered, but in neither case is it a judicial question, any more than fixing a rate for the future. The very theory that fixing rates for the future is a legislative question involves necessarily that the legislative department in the exercise of this function shall determine for itself every element which enters into the equation of fixing the rate. I maintain, therefore, that when it comes to considering what a railroad or other carrier ought to be permitted to earn, the legislative department, within constitutional limits of course, is the sole just of that; and that when a commission in the exercise of that legislative function fixes a rate or schedule of rates which it believes is just, fair and reasonable, that is to the railroad, the shipper and the public, and in doing so has acted in a manner provided by law, the only question for any court, whether the established courts or a special court, are to ascertain whether the commission has exercised its power in the manner prescribed by law, and whether some constitutional right of property is involved. Whether there shall be a special court to have exclusive jurisdiction of all such cases, is not involved in the proposition, but if a special court is to be established for that purpose, the jurisdiction should not extend further than is here indicated.

"Suppose a review of the commission's findings is provided for; then every factor bearing upon its ultimate findings and decisions would be considered, which would be to substitute for the commission's judgment that of the court. Not indeed to modify, change or fix some other rate, for that is not within the power of the court, but to set aside the commission's order. It would thus become a weapon of destruction, but not an implement of construction.

No Danger of Confiscation

or Unremunerative Rates

"But the proposition to thus make the orders of the commission fixing rates effective without providing for a review, raises the hue and cry that property will be confiscated and railroads bankrupted. It must be carefully and distinctly noted that the commission cannot, if it would, do these things; nor would it do so if it could. Not one instance can be pointed to where the interstate commerce commission has ever named a rate which would require the performance of the service without profit.

"The existing equity jurisprudence of this country affords ample protection to any carrier against the enforcement of any confiscatory or unlawful order of a commission, without any new enactment effecting that remedy, precisely as it has been exercised to restrain rates fixed by state commissioners and legislatures.

Review of Facts By

Court Destructive of Law

"Any attempt to give further protection by also giving the courts jurisdiction to pass upon and review the facts to determine the justness and reasonableness of the commission's orders lest some possible wrong be done the railroads, will be to deprive the public of that speedy and adequate means of settling the question of what a given rate ought to be, where the commission finds the existing rate to be wrong, which ought to be the purpose of the law. In other words, continue the wrong as against the shipper merely because of an altogether groundless fear that the railroad might suffer possible harm. If occasional deviation from exact justice shall occur to the railroads, it must likewise occur to the shipper, and the same thing happens in the enforcement of all law, and affords no valid objection to the enactment of the law.

Continuance of Unlawful Rates

Wrong in Principle

"But if because the commission might err in the rate it fixes, measured by the opinion some courts might happen to entertain, the shippers and the public shall therefore continue to pay the unlawful rate, with the mere shadow of a right to recover it back, there is not even a half-way approximation to the right. In such a case the shipper must lose; he can rarely afford to sue for the excess freight; it would cost more than it comes to in 95 per cent of the cases; the one who should really have paid it as consumer as part of the price of his goods would never see a penny of it. To undertake to provide a system of review and a suspension of the commission's order pending such review, simply saddles upon the public and continues an unlawful rate after the commission has decided it to be so, and enables the railroad to reap the reward of its own wrong. The pretense that the shipper can recover it back is purely theoretical.

I assert that it is practically impossible to provide any adequate, and at the same time just remedy for the really injured parties to recover back unjust charges. The attempt to provide for suspending the commission's order pending a review or to give that power to any court simply continues the unjust burden upon the public, and so weakens the law that it is a mere halfway measure.

With the jurisdiction of the commission thus defined and the present jurisdiction of the courts remaining as before, neither the judicial or legislative branches of the government encroach upon the other; the commission determining for itself the facts upon which it acts subject only to the lim-

itation that its action is legal and constitutional.

A special court having exclusive jurisdiction of cases brought to enjoin the commission's order or disobedience of the same may be found desirable as we proceed, but is not an essential part of a law giving the commission power to fix rates in lieu of those found unlawful, unless in the scheme of the law a court is to review the findings and action of the commission upon the facts.

But if this scheme is dropped, and the court is organized simply to exercise an existing general jurisdiction over this particular class of cases, it can no doubt better decide and apply the law as it becomes familiar with the facts and circumstances surrounding the subject, and particularly because it can devote its time exclusively to the same. This the regularly constituted courts can not do. For these reasons a special court would it seems be of material advantage. My own opinion is that if the commission is given the proper power on the theory herein indicated, it will seldom be necessary to have to resort to any court, and we should enact the proper law giving this power to the commission, let it rest there and ascertain by experience if a special court be needed.

Valuation of Railroad

Property Essential.

Since the basis of all calculations to determine the reasonableness of a schedule of rates, is declared by the supreme court of the United States to be the fair value of the property engaged in the public service, it is obvious that the government should provide for the ascertainment of that value, else how can it have that basis. Hence, there should be passed an act providing for the valuation of railroads, by the commission under a corps of competent and impartial engineers, so that at least the basis of the valuation will be fixed and readily ascertainable for each case, at least approximately.

Supervision of Accounts

Also Necessary.

Since, in determining whether rates are more or less than they should be, the net earnings of a railroad is of most material consequence, it is of vital importance to determine what the real net earnings are. As it now is, the roads make their own reports under certain rules and regulations of the commission it is true, but there is no such supervision of the accounts as prevents these accounts and reports from being unreliable when it comes to determining what amounts expended for improvements of roadway and structures or improvement and replacement of equipment, are for real maintenance, and what amounts are for added value to the property. But when you challenge their rates as being too high, they tell you that they expended 85 per cent of gross earnings in operating expenses; and their reports show it. You then must delve into the specific facts to see what these large expenditures are for. This delving must be done by the government. When you assert that the road only cost a certain amount of money and the per cent of earnings upon that value is greater than it should be, because of which you can assert some rate or rates should be reduced, you are met with the proof that the road which was built was two streaks of rust; that vast improvements have been made to perfect these defects, requiring great expenditure, and practically rebuilding and equipping the road, so that it is double the value per mile of the original actual cost; and they say it would be most unjust to be deprived of this new standard of value as a basis for earnings. I say that may or may not be so, dependent upon the circumstances, but if these additions are made from the earnings and as a part of the operating expense account, then they should be treated as in the nature of dividends in the property; they should not have both the right to earn upon it as an addition to value of property for one purpose and cover it up as an operating expense for some other.

Commissioner's Compensation

And Tenure of Office

The arduous character of the detail of thought and labor, necessary on the part of a commissioner to enable him to intelligently perform his duties as such, entitle him to adequate compensation. The recent bill which passed the house, increased the salaries from \$7,000 to \$10,000 per annum. It is none too much. The bill also increased the number from five to seven commissioners; and this is necessary to enable them to properly divide the work and perform their duties speedily.

The tenure of office should be extended proportionately. So that only one may retire each year, and have always six of the commissioners experienced men, and their tenures of office should be so far removed from politics that no change of administration, or mere caprice of any one could secure a removal of any commissioner except upon proof of inability of failure to perform duty. No commissioner should hold his office under the fear that the powerful influence of railroads and their allies may secure his dismissal for conscientious and diligent performance of duty, resulting in arousing the railroad antagonism. Fearless administration of a law is as important as the law.

There may be and perhaps is no danger of such an unfortunate happening under President Roosevelt's administration, because of his strong convictions of duty toward the faithful and

fearless administration of law, but if the provisions of the law are not now sufficient to secure the tenure of office to the commissioners without fear of dismissal except for failure of duty, it is vitally important that be made so.

Speedy Determination

Of Rates All Important.

The law should make definite provisions, to speedily hear and determine all matters under investigation before the commission and of all cases before courts affecting the matter. A rate fixed by the commission should take effect as quickly as circumstances will permit consistent with fairness and justness, and remain in effect unless set aside for illegality or as violating constitutional rights and then on final hearing only, unless it appears to be manifestly illegal or to violate such right, and then to permit a temporary injunction with speedy hearing and decision by three judges of a circuit. The ease with which temporary restraining orders or injunctions may be obtained in matters of great public importance needs restricting anyway, and certainly respecting the enforcement of rates made by commissions.

Reviewing the cattle rates from the southwest as shown at commission hearings, he continued:

I believe you have the right to expect a commission, which is authorized to do so, to fix these rates at what is reasonable and to prevent their advance above what is reasonable.

If you shall be victorious in your case you need this law amended so that the commission may not only decide what is wrong but prescribe what is right.

Earnings and Profits

In Cattle Shipments.

I want to claim your attention long enough to show you some figures and comparative figures on the earnings, probable expenses and resultant profit on a train load of cattle from Fort Worth to Kansas City of twenty-five cars at the rate of 36 1/2c, and what is true of twenty-five cars is proportionately true of whatever cars of cattle may be in a train of part cattle and part other freight, except that cattle pay the highest revenue of the whole train earnings, if partly average dead freight of average sort and average rates.

The earnings on a train load of twenty-five cars of cattle from Fort Worth to Kansas City, based on the 23,000-pound weight, is \$2,098.75. It is 591 miles over the Sante Fe, and that road in its annual report for 1903 showed that the average total operating expenses on the entire system per train mile was \$1.25, equivalent to the total operating cost of \$732.84, and this cost per train mile is obtained by dividing the total number of train miles into the total operating expenses which included every expense incident to the business. In other words, includes the total expenditures for operation. This leaves a profit of \$1,366.91. The cost of receiving, hauling and delivering—actual train service—is only \$325.

The average rate of freight on all freight, including live stock, on twenty-five cars north and east-bound freight on that system, if applied between Fort Worth and Kansas City, produces earnings of \$1,773, which is \$325.75 less than the earnings from twenty-five cars of live stock, with 2.65 more tons on an average to the car, which has to be carried to earn that. This calculation holds good in substantially the same ratio from all Texas points to Kansas City, St. Louis and Chicago. At 30 1/2 cents per 100 pounds twenty-five cars of cattle will produce the same earnings as twenty-five cars average of all east and north-bound freight on the system.

Damage Claims Declared the

Result of Poor Service.

The average of loss and damage claims for the period of five years will not much exceed, if it at all exceeds, \$1 per car in the amounts actually paid per annum on the total car loads handled. The notoriously inefficient service for the years 1901, 1902 and 1903, in particular, due, it is said, very largely to the extremely slow and uncertain movement of trains carrying live stock and the failure to furnish sufficient equipment, resulted in a very large increase of damage claims paid during the year 1903 particularly, and to a considerable extent the years 1901, 1902, 1903 and 1904.

Notwithstanding all of these extraordinary losses which the shippers have sustained and which the railroads have in part had to pay, the average, covering a period of four years for the different years and on the different roads will run from 40c to \$4.50 per car, the latter figures occurring only with one road and that for one year only, so far as the statistics at my command show, and that road for those years averaged \$1.82, damage claims per car.

With all the intelligent and experienced witnesses representing every system of railroad serving you, they have not shown and are not able to show that the live stock traffic is less profitable than the average of all other freight; and the fact is that if the live stock rates were reduced to the figures existing in 1898 or for an average of ten years previous to that time, still the live stock traffic in the country where you do business would be more profitable to the railroads than the average of all other freight handled by them.

The railway officials and attorneys predict a dire calamity and ruin to the railroads if the powers of the interstate commerce be extended to prevent un-

just, reasonable or discriminatory rates, really as an arbitration. The law already condemns unjust, unreasonable and discriminatory rates and rebates. No one proposes to extend it in that particular. It is only proposed to enforce it. Seeking political influence they have endeavored to induce railroad and other labor organizations to aid them, upon the pretense of being compelled to reduce wages. Why? If their rates are not too high will the commission reduce them out of real malevolence? May they reduce wages if their earnings decline? Shall the laborer be deprived of his just reward to enable the railroads to amass wealth? Does their ability or obligation to pay a just reward to labor depend on the levying of unjust or unfair rates upon the public? Shall they conspire together to accomplish such a result?

I do not believe that organized labor of the country will be so blind to their own interest, or so reckless of the interest of the rest of the community, as to join hands with these railroads in an effort to prevent the passage of a law, which shall secure justice and equality among men in every business. The fact is, there is no danger of wages being reduced because of the railroads being compelled to observe the commission's orders as to rates. In order to determine what is a reasonable rate the commission always considers the cost of operation which embraces the cost of labor and all other expenses and a fair return upon the investment.

The president of the United States has stated that the matter of railroad regulation respecting the rates of freight is the most important question before the American people.

It is a matter therefore of paramount interest to you that you shall act with the greatest diligence, and to do this you must enlist the aid and assistance of all shippers throughout the entire country. You will not be surprised when I tell you that since the agitation of this subject by the action of the president and congress with respect to it, the railroads have set on foot most active measures to secure protests against the passage of such a law. They go to merchants and other shippers, doubtless many of whom are very much favored by extraordinarily low rates and other accommodations, and they get them to send protests to their congressmen against the passage of such a law.

Now, when you see a lot of shippers opposed to giving the interstate commerce commission authority to fix reasonable rates; that is, joining hands with the railroad companies in their opposition to this law, you can readily believe that they receive or expect to receive some benefit, which the community does not generally receive. You admit that it actuates you, but it is but self-interest to protect yourself and your business, and that is practically what the other fellow believes he is doing.

The time has come for every man to be a man; to express his opinion upon the subject; to be willing to reach down into his pocket and aid in the movement that requires a vast amount of energy and vast amount of work to succeed.

Central Live Stock Organization

Best Weapon for Fight.

Great results are not accomplished without the expenditure of money, time and well directed efforts. This is an age of organization; it is an evolution of business and politics in every endeavor by which results are obtained. An educated and aroused public sentiment alone will secure that action on the part of political parties, senators and representatives in congress which is necessary for your protection and preservation against the unjust exactions which it is within the power of the railroads to levy against you and from which you suffer. You can not do it alone. You must secure such an organization of the live stock producing interests similarly situated as to bring the greatest pressure to bear upon the senators and congressmen from the various states in which the live stock industry is the chief one, to enact the laws which you want.

In the first place you must secure action upon the part of the existing organizations in this direction. In the second place you must perfect a central organization which shall stand as a representative of the live stock producing business in the western states. I have no hesitancy in saying that the American Stock Growers' association, the temporary organization which was made at Denver in January of this year, can be made the great right arm of the live stock producing industry of this country to act in its behalf in the various matters of public importance that are before, or which may come before congress, which are of general interest to all. It takes money to accomplish results and you need not expect to combat the activity of these great railroad systems, which have unlimited money, unless you have a strong and powerful organization with money at its command to do business.

If the leading live stock men from all of the western states will become members of the American Stock Growers' association, fully and permanently organizing it, putting it on a business basis, defining its business and limiting its operation to the most important matters of general interest, there is scarcely a limit to what it may accomplish by well directed efforts. I believe I can vouch for it that interest in this matter is thoroughly aroused throughout the western cattle growing

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Mrs. Cora B. Miller, Box No. Kokomo, Ind.

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states, and by giving it your endorsement, by recommending to your members to join it, and by doing it, you will have such a strong organization that no difficulty will arise which you can not overcome. You will be able through that means to reach every commercial organization throughout the country; to encourage, aid and sustain them and in turn receive their aid and encouragement.

These things should be done absolutely regardless of politics. President Roosevelt stands as the foremost exponent of the idea of railroad regulation and that regardless of politics. Through the means of such organization you can sustain him. That need in no sense prevent each existing live stock organization from proceeding on the same and parallel lines to what work then can, but the difficulties which confront existing organizations are that they are organized for some specific purpose like your organization, and levy and collect assessments for the purpose of carrying out these objects and the money has to be expended for them, leaving little to be expended for such an all-important work as this. Neither can you gather sufficient strength by each of these existing organizations forming a central organization composed of organizations for the very reason that its units are weak. An organization like the American Stock Growers' association composed of individuals, firms and corporations in the live stock producing and feeding business of this country, will not be confronted with that difficulty, because a small amount from each will produce ample money necessary to do exactly what you want. What you want to do at this time is to secure the enactment of such a law as I have undertaken to indicate. You must do it by active work, by individual effort, by organizing and organized well directed effort. You must do it by educating and arousing public sentiment, so that the entire people of this country will be alive to their interest and to the necessity of protection. If you do that you will succeed. If you do less you may fail. To arouse public sentiment does not mean to arouse prejudice. Neither that you shall do it by appealing to prejudice, but that you shall do it by appealing to the intelligence and patriotism of the people, to the end that the injury to any individual of the community through unlawful railroad exactions is the concern of all; to the end that everyone may be protected in his right, and to the end that the railroads shall not be permitted to do anyone a wrong. The measure of your success will be the vigilance and intelligence of your efforts.

FOR EXCHANGE or sale very cheap, on account of having used them long enough, several finely bred Registered Hereford bulls. Young bulls for sale at all times. All range bred and located in Shackelford county, below the line. Address, Geo. Wolf Holstein, Hamby, Taylor county, Texas.

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TEXAS STOCKMAN-JOURNAL.

FORT WORTH, TEXAS,

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STOCKMAN PUBLISHING CO.

TO STOCKMEN

We are extremely anxious to have letters and communications weekly from all portions of the range country, including Texas, New Mexico, Arizona, Oklahoma and the Indian Territory. Write us what the cattlemen of your vicinity are doing, the condition of the cattle and ranges, who are buying and selling, shipping or trading in cattle, and such other matters as you think will interest other cattlemen. If you have questions to ask, ask them, and don't be afraid of saying too much. Help us to make this paper what it ought to be. We are doing all we can to develop correspondence, and hope the time will come when every line in the paper will be original matter. If you are feeding, or experimenting in breeding, or in the cultivation of feed crops, send us a report of what you are doing, and don't be afraid you will come too often. Write us today.

THE OFFICIAL ORGAN

Fully appreciating the efforts put forth by The Stockman-Journal in furthering the interests of the cattle industry in general and the Cattle Raisers' Association of Texas in particular, and believing that said Stockman-Journal is in all respects representative of the interests it champions, and reposing confidence in its management to in future wisely and discreetly champion the interests of the Cattle Raisers' Association of Texas, do hereby in executive meeting assembled, endorse the policies of said paper, adopt it as the official organ of this Association, and commend it to the membership as such.

Done by order of the Executive Committee, in the City of Fort Worth, this March 18, 1905.

CONDITIONS NOT UNDERSTOOD

In discussing the Garfield report on the beef trust, the Duluth Herald very forcibly remarks: "What this report reveals is perhaps important, but of more importance are the things it does not reveal. It does not tell how much the owners of these packing plants draw as salaries as managers and directors. It does not tell why beef sells much cheaper in the country, where there is competition, than in the big cities where the trust has a practical monopoly. It does not tell what percentages of interest they charge up on their capital stock. It does not tell how much they make on hogs and sheep. It does not tell how they monopolize butter, eggs, poultry and other products, and how much they make on these things. It does not tell how much they receive in rebates from the railroads on cattle shipments from the west, nor on beef shipments to the east. It does not tell how much they tax the people on their fruit and vegetables through the operation of their private car lines, and it does not tell what proportion of the expense of conducting their business is charged up against the killing and handling of beef and how much against these other things. And more important than all else, it does not inform the public how much profit is derived from their auxiliary houses in the big cities."

The greatest trouble with the Garfield report, which has been compelled to run the gauntlet of fierce criticism since it was submitted to congress by the presi-

dent, is that its author appears to have entered into a scheme of discussing conditions with which he was not familiar only to seek to vindicate the interests that were under investigation. Mr. Garfield confessed his inability to find a beef trust, in the face of the action of the men under suspicion in pleading guilty to that charge in the state of Missouri and paying a fine. He also apparently ignores the recent decision of the supreme court of the United States, which seems to have experienced no difficulty in locating something that looked and smelled like a beef trust. In the light of these facts, the Garfield report becomes more of a literary curiosity the more it is studied.

In the study of the prevailing situation it becomes more and more apparent that conditions as they prevail in the west are not understood and appreciated in the east. During the past week Mr. Charles Russell, managing editor of the Chicago American and Examiner, has been in the state as the alleged personal representative of William R. Hearst, who is said to be doing a little beef trust investigating on his own hook. Mr. Russell while in this city made the somewhat remarkable assertion that the beef feeders of Illinois and other corn belt states were the chief sufferers from the effects of the so-called beef trust. His attention was called to the fact that according to the United States census figures given out the 1st of January, the depreciation in the value of the beef cattle of the United States for the past three years amounted to \$163,000,000, and Mr. Russell was surprised at the magnitude of those figures.

Attention was then directed to the fact that Texas was and is the greatest producer of beef cattle of any state in the union, and that if all beef producers of the country had suffered a loss of \$163,000,000 through the depreciation of values, then it must necessarily follow that Texas had suffered more than any of the others. This evidently opened up a new line of reasoning to Mr. Russell, and he asked many questions as to conditions in this state. He was in close touch with leading cattlemen of the state while here, and doubtless carries back with him to Chicago a much broader view of the situation than he enjoyed when he entered the state.

Mr. Russell expresses the opinion that the railroads are as much to blame for existing conditions as any other interest, as through the favors extended the alleged combination, independent packers are debarred from entering business. He said he knew of several capitalists who were ready to begin operations in the packing field in his city, as soon as they could have the assurance that they would enjoy the same favors as were being extended to the existing combination. He gave it as his opinion that one man in Chicago was daily fixing the prices on every hoof of live stock sold in the markets of the country, and remarked that if he was unable to put his finger on that particular man, he could at least definitely locate his chief lieutenant.

If these conditions prevail at all the markets, the question is how did they escape the attention of Commissioner Garfield? It would have been just as easy for Mr. Garfield to have made these discoveries and embodied them in his report as for them to have been reserved for Mr. Hearst and the Federal grand jury. But Mr. Garfield appears to have understood neither the opportunity or the prevailing conditions. He was satisfied to take the word of the men who asserted from the very beginning that there was no beef trust. These people have stood pat on that proposition from the very start, and they have at least been able to make one convert to the theory that the alleged combination is a snare and a delusion.

THE EVOLUTION OF TEXAS

The great state of Texas has emerged to the gaze of an inquiring and insistent public. It has cast off the cowman and the cotton baron and gone to doing things that pay better. The giant ranches are being broken up into farms and the big plantations are doing things with fruit, truck, ribbon cane and sugar factories that was never thought possible until the people from elsewhere went to Texas and showed the natives of the old south what could be done in addition to growing cotton.

The rice and fruit crop of Texas is soon going to be worth more money than the combined cattle and cotton crop. The small farm is taking the place of the hacienda, and the intelligent farmer is making money where the cowboy made a living. The tide of immigration to Texas set toward the gulf coast at first. The rice industry was developed. Then the cotton lands were invaded by the fruit and truck growers, and the cattle country followed in its turn, and now Texas is an agricultural state just sufficiently developed and occupied to prove to the homeseeker and investor that the opportunity that is spread before him is real and pregnant with possibilities.

No other section of the continent is today attracting so much attention as the southwest. And no other section can offer the combination of inducements to the investor and homeseeker. The soil, climate, natural resources and laws all are intended to show the best possible reasons for coming to the southwest.

The railroads to the southwest are the busiest railroads in America. The homeseeker at the Kansas City and St. Louis union depots is always going to the southwest. His ticket reads to Oklahoma or Indian Territory or New Mexico or Texas or Arkansas. And the shipment of household goods into the southwest shows that the visit of the ex-

plorer is frequently followed by the emigration of the family.

The southwest is the mecca for the homeseeker of this decade just as the middle states of now was the objective section to which the homeseeker of fifty years ago directed his ox team. And the southwest has an advantage over the new country of twenty-five years ago in that it is the last. When this opportunity shall have passed there will remain only the irrigable lands of the present Great American desert.

And the cost of those lands will probably be prohibitive to the homeseeker who can secure a home in the southwest now with small means.

The situation makes the settlement and development of the present southwest a matter of great ease and celerity as compared with the settlement of Kansas and Nebraska and the old new states of the west.—The Chicago Western Trail.

Texas is developing at a very rapid rate, in fact, few states in the union are making such rapid progress. The changes that have occurred during the past five years have been little short of the marvelous, and even our own citizens are amazed at what has been accomplished. But the Chicago paper is wrong in the assumption that Texas has cast off either the cotton planter or the cowman. In fact, it is the cotton planter who has made the most serious inroads into the range country. There is a great deal of Texas heretofore devoted to the range cattle industry that is blessed with just enough good seasons to render it a very fine cotton producing country. For a long time it was believed that nothing could be produced in that section but grass and cattle. A little cotton was planted a few years ago as an experiment, and it was found that the virgin soil of west Texas that had hitherto never felt the scar of a plow on its bosom, could be depended upon to average a half bale of cotton to the acre. There was no grass and noxious weeds as down in the agricultural district, no stumps and roots to impede the progress of the plow, and west Texas has gone largely into the cultivation of the fleecy staple. Abilene, Colorado and Big Springs, thriving towns once in the midst of the cattle producing district, have become great shipping points, and a cotton gin is to be erected at Midland this year.

While these facts are true, it should be steadily borne in mind that Texas is a very large state—the largest state in the union, and there is much of Texas that can never be used for any other purpose than the production of cattle. West of the Pecos river to the Rio Grande there is a stretch of country that must always be given over to the range cattle industry, for there is no other purpose for which it can be utilized. Here the range cattlemen of Texas are making their last stand, and there they will continue to stand for many long years. In the other portions of the state the cattle business has evolved into the form of stock farming. The cattlemen are growing forage crops, breeding the finest cattle that is produced anywhere, and learning to feed and finish them for market. This feature of the situation is encouraging, from the fact that it demonstrates the cattle business of the country is settling down upon a permanent basis. That it is falling into the hands of men who are capable of dealing with the new problems that have presented themselves, and will move onward with the spirit of progress and continued development ever uppermost in their minds.

There is room enough in Texas for the proper and necessary development of all her many and magnificent resources. There is no occasion for any friction or lack of harmony among her people. There is ample room in the state for millions more of desirable population, and a welcome for all who choose to come. There are glittering opportunities in practically all fields, and the men who are coming to Texas today are acting wisely and well for they are getting in on the ground floor.

United States District Attorney Atwell is reported very well satisfied with the character of the evidence gleaned in his investigation of the so-called beef trust in this city. It may be quite safely inferred from Mr. Atwell's remarks that he has struck a warm trail.—Fort Worth Telegram.

It would be gratifying if a Texas official should unearth the testimony that will be the occasion of the busting of the beef trust. If Mr. Atwell is on a warm trail, it is to be hoped that he will stick to it until he trees the game.—San Antonio Express.

It is certain that some evidence was gleaned here that will be of advantage to the government in the beef trust investigation, but much was withheld, on account of the cattlemen not caring to figure in a Federal court investigation. Many of them have large numbers of cattle to market this spring, and they are apprehensive that if they were to tell

all they know the people in control of the market would find some way of getting even.

The Texas cattlemen have not yet manifested any disposition to pass the hat and take up a collection for the poor beef trust that was found to be doing a losing business by Commissioner Garfield. And Texas cattlemen are large hearted fellows.

President W. W. Turney of the Cattle Raisers' Association struck out from the shoulder in his annual address yesterday. He advised the cattlemen to fight for their rights and to smash the trust if there is a trust bent on ruining one of Texas' greatest industries. Incidentally President Turney complimented President Roosevelt and predicted that the American people will give loyal support to the chief executive who is a champion of square-deal legislation and business methods. President Turney is the leading democrat of West Texas and a man of commanding influence.—Dallas Times-Herald.

President Turney is one of the strong men of Texas, and the day is not far distant when that fact will be known and thoroughly appreciated by the people of all Texas.

Unusual precautions are being taken by the federal authorities at Chicago to prevent the leaking of any of the facts that are being developed in the pending beef trust investigation. Perhaps it is feared that if what was being done is made known Commissioner Garfield might undertake to file a supplemental whitewashing report.

When Senator Gage remarked that Fort Worth buttermilk tasted like beer, it was only a figure of speech and not to be construed literally. Fort Worth buttermilk is pure and unadulterated, and tickles the palate of the visitor like beer because it is known that Fort Worth hospitality is behind every glass of it.

The cattlemen have come and gone, and Fort Worth will next prepare to entertain the men who saw wood into lumber, and the antlered tribe known as Elks. They all like to come to Fort Worth, and Fort Worth is pleased to have all these good people come as often as they please and stay until they are fully satisfied. There is no check rein on Fort Worth hospitality.

In his address before the cattlemen's convention, A. B. Robertson of Colorado City talked very plainly on the subject of the beef trust, and the fact that some of the members of the alleged combination were within easy sound of his voice, did not deter him from speaking his honest convictions. Mr. Robertson says there is not a cattleman in Texas who would not prepare to go out of business if convinced that existing conditions would be perpetuated.

PRESIDENT TURNEY GOES TO MARSHALL

The Twenty-ninth annual convention of the Cattle Raisers' Association of Texas is a thing of the past. The hotel lobbies presented a marked difference today, seeming, in comparison, almost deserted, to Thursday's throng of cattlemen.

Every train out of the city Thursday night and this morning bore cowmen to north, south, east and west, all going to their respective homes or ranches. Travel at the Texas and Pacific passenger station today was exceptionally heavy.

W. W. Turney, president of the association, left for Marshall this morning. In parting Mr. Turney said that without a doubt Fort Worth was the most prosperous town in the southwest.

A number of stockmen, of course, are remaining in the city, negotiating sales, trades and pasturage arrangements. A. J. Long sold 600 2-year-old steers to A. G. Boice at \$18.

Scharbauer & Clark sold 1,600 yearling steers, off the OS ranch in Kent county, at \$14.

Other deals are pending and will probably be closed up within the next few days.

J. M. Boardman of the Pioneer Cattle Company has gone to Dallas with C. C. Slaughter. It is reported that the transfer of 5,000 head at \$27 is under consideration.

FOR LEASE—14,740 acres of Hardeman county school land, situated in Hockley county. This land has some improvements on it; 13 miles of wire fence, house, sheds, water, windmills and tubs. Present lease expires about June 30, 1905. Further information write J. C. MARSHALL, County Judge, Quanah, Texas.

WORK OF THE TEXAS CATTLE RAISERS' ASSOCIATION

"The Cattle Raisers' Association of Texas, Its Benefits to the Cattle Industry and the Country Generally" was discussed by H. E. Crowley of Midland at today's session of the Texas Cattle Raisers' Association. Mr. Crowley said:

"In the earlier history of the cattle industry in Texas the cattlemen were confronted with obstacles and a situation, strong, determined and seemingly irremediable; a condition which seemed destined to sap the very life blood from the cattle business and to plunge into bankruptcy every honest man who dared to engage in it, deliver this great empire state into the hands of the lawless and wrest from the state her first great source of development.

"There are plenty of men in this splendid audience today, members of this association, who can recount incidents which to the inexperienced would seem almost incredible, of the hundreds and thousands of cattle which were annually taken from their rightful owners by those who were not by heredity or instinct devoted to the principles of the Golden Rule and knew nothing of the Ten Commandments. Most of the cattlemen in those days suffered at the hands of thieves in many ways. The unbranded calves were taken—the branded cattle were thrown down and their brands burned and changed and so perfect did they become in the art of defacing brands that it was practically undetectable—full-grown and developed beef cattle were driven from their accustomed range and scattered to the four winds, later on gathered and shipped in car loads to the various markets. These are some of the conditions which impelled cattlemen to organize for mutual protection and benefit.

"And so it was in 1877, with no roof save the canopy of heaven, shaded only by the branches of a huge live oak tree, in Young county, Texas, a few cattlemen had gathered, exchanged ideas, formulated plans, which resulted in the organization, the same year, in the town of Graham, of the Cattle Raisers' Association, one of the greatest industrial organizations in the world and the greatest live stock association. This association, since its organization, has, indeed, had an eventful career, a great deal of which has gone into history and need not be recounted by us. She has stemmed the tide of depressions, the depredations of thieves, the retarding influence of malcontents, and is now past the breakers, on the high sea of success, with a future no one can foretell.

"Who of the founders of this association present today contemplated the result to come from its organization at that time so unpretentiously made? In 1883, six years after its organization, you represented a rendition of cattle of 730,000 and a membership proportionately small. Today you have a membership of about 1,600 different outfits and approximately 4,000 people. The rendition of cattle is about one and three-fourths millions, and the end is not yet. There is a reason for the wonderful growth and development of this association. The state of Texas owes an everlasting debt of gratitude to it. There is no one agency, save perhaps the church of Jesus Christ, which has done more to suppress lawlessness, encourage honesty and good citizenship than has the Cattle Raisers' Association of Texas. She has spent thousands and tens of thousands of dollars in the prosecution of crime and the detention of criminals, and her influence for good is felt throughout the country. Every cow in Texas and the adjacent territories and states, whether owned by a member of the association or not, has been protected. There is no field of operation for cattle thieves. Our inspectors are everywhere, and in all parts of the country where we have members. The vigorous prosecutions we put up in connection with the state lends additional horror to the chances and cattle stealing has been reduced to a minimum.

"This leads me to suggest that I believe it to be the duty of every man engaged in the cattle business in Texas to join the association, get a better protection of his own cattle and lend a helping hand toward the suppression of theft and the betterment of the moral status of this great state.

"The association has not only accomplished these things, but its annual gatherings have done more by far for the cattle industry of Texas than all other agencies combined. In addition to that it has done great things for Texas and the country generally. In the first place it made Fort Worth, and I believe that was a good job. Then it taught Dallas how to appreciate a good thing, and to kick herself for letting her feet get cold. By the way, I am doubtful if that amendment to the by-laws, fixing the time for holding these meetings two weeks later would have passed had we known you were not going to let us go to Dallas.

"This association has developed B. B. Paddock into one of the greatest impromptu speech makers of the country. For the past nineteen years, with singular regularity, Paddock has delivered to you addresses of welcome and speeches of 'Please call again.'

"This association has been the means of bringing together annually cattlemen from every state and territory, here the buyers and producers meet, and Texas, the great breeding grounds of the world, finds sale and outlet for her young steers. These results are not confined to members

of the association only. There are as many men who attend these conventions and reap these benefits who are not members as those who are. They help gather the persimmons after the conventional pole has knocked them, and the cattle industry everywhere is benefited. May I not pause long enough to again urge upon every cattleman in this state the solemn duty he owes to the industry, his own best interests and the Cattle Raisers' Association of Texas, to at once take membership in this association, help bear the burdens, forward the interests and extend the fields of usefulness of the organization to which you are so deeply indebted already.

"The passing out of the old-time Texas long-horn, the beautifully improved and highly-graded herds of cattle now to be found everywhere in Texas, the increased and continually increasing demand for Texas steers is a direct result of these annual gatherings. Here it is that ideas are exchanged, improved conditions are discussed, friendly rivalry incited and cattlemen are led to vie with each other in the great race for supremacy in the production of the best possible beef steer.

"Through these steers the farm products of the country are largely marketed and made profitable; the great Fat Stock Show of which Fort Worth is so justly proud is a product of these meetings.

"On a former occasion I asserted that, 'The live stock industry has always been the accompaniment of the pioneer,' particularly has this been true in the development of Texas. Long before the coming of the railroads and the establishing of accessible markets for farm products, Texas steers stepped out upon the trail, furnishing their own transportation, traveling hundreds and even thousands of miles to market, made it possible for the pioneers to remain and pave the way for the settlement and development of Texas, the greatest state in the American union. Not only that; in the arid portions of this state, known as the 'Staked Plains,' there were millions of acres of land from which the state received not 1 cent of revenue until very recently.

"This part of the country was uninhabitable, because of no water and the excessive drouths which prevailed.

"This same great developing agency, the cattle industry, solved this problem. The cattlemen spent their millions in wells and other improvements, and today what was only a few years back a barren waste is a great revenue bearer and furnishes the means by which the children of Texas are being educated, has made the country inhabitable, furnishing homes for untold thousands yet to come and yet unborn.

"The cattle industry has done more for the state of Texas than her cotton patches have ever done, and, in fact, is contributing its mite to the success of the cotton grower.

"It has been said that 'he who causes two blades of grass to grow where but one grew before is a public benefactor.' Then indeed is the Cattle Raisers' Association of Texas a public benefactor.

"She demands honesty and uprightness as prerequisite to membership. She spends her money for the enforcement of the laws and the development of the state.

"She promotes the interests of good government.

"She encourages progression in every phase of the live stock industry and her membership stands as one man for all that is manly and true in every line of industrial endeavor.

"I have called attention to some things which this association has done, and now I want to tell you of at least one thing of recent importance it did not do. It did not accept or indorse the adroitly prepared report on the beef trust and passed to the public by Mr. Garfield. The most farcical investigation I ever heard of was the manner and result of the Garfield work in connection with the beef trust matter. Upon this subject I have but little to say.

"While the packing industry owes its existence to the cattle industry, it has a perfect right of existence, is a necessary adjunct to the cattle industry and is entitled to the same consideration as are accorded to all great industrial enterprises; but it has no right to become a carbuncle upon the body commercial and sap the very life blood from one of the greatest industries in the world.

"Looking at results of the operations of the packers, comparing it with their positive denial of being in a 'trust,' reminds me of how natural it is for people in error to deny conditions that really exist.

"All the cattlemen ask is that they have fair play, an honest and untrammelled competition for the product of their labors, which they will ever demand. We will rise up in our might and declare unto every unrighteous combination against our great industry.

"Thou shalt not behead the ox of our own production and gore us to death with its horns. Thou shalt not sap the life blood from the fountain of thine own existence and destroy the chief corner stone of Texas' greatness."

The state legislature has finally passed the anti-roping contest bill, and the cattlemen of Texas are gratified at the action taken. Other states and territories are fixing to emulate the Texas example.

GOOD PRICES RULE AT AUCTION SALE

Average of \$126 Paid for Bulls and \$91.50 for Cows—Spirited Bidding

An average price of \$126 was paid for bulls and \$91.50 for cows at the auction sale of registered shorthorns at the Fat Stock Show yesterday afternoon. The bull Friendship brought the top price, \$175.

Prize steers, sold at good prices after spirited bidding. "Rustler," owned by J. F. Green & Co. of Gregory, Texas, brought 20 cents per pound, being purchased by Charles McFarland of Aledo, Texas. This steer will be cared for and entered in future fat stock shows. Yesterday's sales follow:

SHORTHORNS

Esther III, cow; owned by Charles Maloney, Haslett, \$140.
Kirklevington Belle, cow; by G. R. McClung, Cleburne, \$135.
Robin, 2-year-old bull; by W. A. Rhea, Rhea's Mills, \$165.
Lady Ramona, cow; by W. E. Smart, Roanoke, \$100.
Miss Irwin, cow; by J. F. Hovenkamp, Fort Worth, \$100.
Auger T., cow; by R. H. Brown, Fort Worth, \$65.
Max, bull; by P. B. Hunt, Dallas, \$60.
Bella II, cow; by H. C. Holloway, Fort Worth, \$70.
Royal Lad, bull; by J. E. Brown, Granbury, \$110.
Mary of Twin Oaks XXXVI, cow; by J. C. Washington, Marietta, I. T., \$105.
Don, bull; by B. D. Horton, Martindale, \$130.
Red Prince, bull; by R. L. Payne, Cleburne, \$85.
Tramway, bull; by G. B. Morton, Saginaw, \$80.
Excutor, bull; by J. F. Rhea, Rhea's Mills, \$85.
The Secretary, bull; by V. O. Hildreth, Aledo, \$190.
Decatur, bull; by J. C. Short, Decatur, \$125.
Linden II, cow; by George H. Craig, Graham, \$60.
French Archer, bull; by S. R. Kennedy, Caddo Mills, \$135.
Roan Macargall, bull; by T. J. Day, Rhome, \$175.
Miss Roberta, cow; by R. H. Brown, Fort Worth, \$75.
Proud Prince, bull; by David Harrell, Liberty Hill, \$160.
Kentucky Belle, substitute, cow; by W. B. Denson, Gainesville, \$70.
Minnie Clark, cow; by J. H. Mendenhall, Plano, \$75.
Rustler, red bull; by A. J. Davis, Gainesville, \$170.
McIvey, bull; by Percy Franklin, Click, \$125.
Roan St. Helena, cow; by I. W. Holland, Midlothian, \$75.
Pearl's Prince, bull; by Charles Maloney, Haslett, \$105.
Duke of Oak Hill, bull; by W. E. Smoot, Roanoke, \$150.
Red Champion, bull; by G. A. McClung, Cleburne, \$105.
Robin Adair, bull; by W. A. Rhea, Rhea's Mills, \$165.
Caroline, cow; by P. B. Hunt, Dallas, \$85.
Miss Chadwick, cow; by A. H. Brown, Fort Worth, \$95.
Valley Count, bull; by H. C. Holloway, Fort Worth, \$100.
Luray Abbottsburn, cow; by J. T. Day, Rhome, \$105.
Lady Cup, cow; by John E. Brown, Granbury, \$160.
Twin Oak Duke XLIII, bull; by J. C.

Washington, Marietta, I. T., \$85.
Cora Sue, cow; by R. R. Payne, Cleburne, \$65.
Warner Davis, cow; by R. D. Horton, Martindale, \$80.
Mortous Mary, cow; by George L. Morton, Saginaw, \$125.
Bill Davis, bull; by R. H. Brown, Fort Worth, \$130.
Tomora Girl, cow; by J. F. Hovenkamp, Fort Worth, \$140.
Friendship, bull; by J. F. Rhea, Rhea's Mills, \$175.
King Lavender, bull; by V. O. Hildreth, Aledo, \$110.
Rose Duchess Dorothy, cow; by George H. Craig, Graham, \$105.
Ramsden Countess, cow; by David Harrell, Liberty Hill, \$160.
Stonewall, bull; by W. B. Denton, Gainesville, \$105.
Longfellow, bull; by A. J. Davis, Gainesville, \$140.
Primrose, cow; by Charles Maloney, Haslett, \$60.
Henrietta, cow; by J. T. Day, Rhome, \$70.
Venus II; by G. A. McClury, Cleburne, \$100.
Scotch Geneva V, cow; by Percy Franklin, Click, \$100.
Dorothy Vernon, cow; by W. A. Rhea, Rhea's Mills, \$100.
Flossie, cow; by R. H. Brown, Fort Worth, \$65.
Victory, bull; by John E. Brown, Granbury, \$140.
Lily of Maple Grove, cow; by R. L. Payne, Cleburne, \$75.
Lula Yates, cow; by G. B. Morton, Saginaw, \$55.
Red Hovey, bull; by R. H. Brown, Fort Worth, \$115.
Charming Lady, cow; by V. J. Hildreth, Aledo, \$65.
November Queen, cow; by W. A. Rhea, Rhea's Mills, \$125.
Polled Duke of Fish Creek, bull; by E. H. Craig, Graham, \$200.
Countess Alice, cow; by David Harrell, Liberty Hill, \$130.
Scotch Lady II, cow; by W. B. Denson, Gainesville, \$65.
Beauty, cow; by A. J. Davis, Gainesville, \$75.
Governor Ross, bull; by W. E. Smoot, Roanoke, \$145.
Darb Prince, bull; by George McClung, Cleburne, \$105.
Virginia T., cow; by R. H. Brown, Fort Worth, \$120.
Alabella, cow; by R. H. Brown, Fort Worth, \$110.
Lord Wilton II, bull; by R. L. Payne, Cleburne, \$145.
Clausman II, bull; by George H. Craig, Graham, \$125.
Prince Narvie, bull; by David Harrell, Liberty Hill, \$130.
Mayflower, cow; by W. B. Denson, Gainesville, \$50.
Lady Clarice, cow; by A. J. Davis, Gainesville, \$65.
Marmer's Pride, bull; by Stuart Harrison, \$120.
Polly, cow; by Harrington Bros., Coppell, \$60.
Fair Queen, cow; by Harrington Bros., Coppell, \$65.

After the catalogue sale, six other registered bulls were sold, at prices running from \$40 to \$165.

STEERS

Prize steer, Jack, winner of nine first prizes, owned by J. M. Brown, Granbury, \$6.75 per hundred weight, to George Saunders' Commission Company of San Antonio.
Second premium steer, owned by T. J. Day, Rhome, at \$6 per hundred weight, to R. H. McNatt.
Third premium steer, Bud Blocker, owned by Dave Harrell, Liberty Hill, purchased by Armour & Co., at \$5 per hundred weight.
Second premium steer, Wildkars, owned by Howard Mann, Waco, \$10 per hundred weight. Purchased by J. F. Green & Co., Enclinal.
Two dehorned steers, owned by J. F. Rhea, Rhea's Mills, at \$4.40 and \$4, respectively. Their purchasers were D. C. Hill of McKinney and C. E. Hicks of Saginaw, in order of purchase.

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BALLOT THE CURE FOR TRUST EVIL

C. E. Russell of Chicago Says
Independent Congress Is
Country's Salvation

GARFIELD REPORT AIRED

Figures Declared to Have Been
Inspired at Instance
of Politicians

By C. E. Russell

"Any man that believes in the old, old cause of the people against the encroachments of arbitrary power, ought to be glad and proud of a chance to talk to an audience of Texans. Texas is a place where in that cause there is usually something doing. In Texas they have something to do in that cause besides the producing of long blasts of fresh hot air. Elsewhere in the country, when we are confronted with one of the innumerable problems that arise from this world wide cause, and some one asks us, 'Well, what are you going to do about it?' we can always reply, 'They have done something about it in Texas,' and the cause is so good and so important and so vital to the interests of mankind everywhere, that it deserves such unflinching attention as you, almost alone among the states of this country, have given to it.

"The old cause comes home to us here in this country at the present time in a way that ought to have the most serious thoughts of every good citizen. We have gone pretty far, in some ways, in the backward steps toward feudalism. It is not too much to say that at the present time we are confronted with the plain question as to whether the small producer and the small business man are to be permitted to enjoy the rights guaranteed to all by the constitution. You have had this question forced upon you in a very acute form in the last three years. You have learned to your cost exactly what the beef trust means. You have not suffered so much as the cattle raisers in some other states, not so much as those in South Dakota, for instance, where, in one year, the new system of a controlled and manipulated cattle market, caused the loss of ten million dollars; not so much as the cattle raisers of Iowa, where, in one year, this system caused the loss to cattle interests of more than twelve million dollars, and in two years caused the failure of forty banks, and the suicide of eight bank officers. You have fared somewhat better than your brethren in these states, and yet, you have learned what it means when a monopoly is able to destroy competitive buying in all the markets open to them; you know what it means when one buyer is practically all buyers and when one market is all markets. It would hardly be worth while for me to attempt to describe those market conditions with which you are as familiar as men can be. You understand the general phases of the situation as well as any one can tell you.

"In a plain and informal way, as if among old friends, I want to suggest merely three topics to which it seems we might all well devote attention and study.

THE SOURCE OF MONOPOLIES

"First, the main spring and source of all great monopolies, the oil monopoly and the beef monopoly, no less, lies in the illegal control of the national highways of commerce; that is to say, of the railroads. The beef trust would have been an impossibility if it had not been for the illegal and prohibited rebate. If all shippers had been treated with exact equality, as the law prescribes they shall be treated, there would never have been any destruction of competing houses; there never would have been any great and overshadowing monopoly.

"Second, this neglect to enforce the law against rebates, this failure to make the plain letter of the law effective, is a charge to be laid directly at the door of government. There stands the law on the statute books, it has been outrageously, continuously and defiantly violated by all the great railroad corporations of the United States. You cannot now recall any instance where any effective attempt has been made by the officers of the government to punish the offenders or prevent repetition of the offense; therefore, it is perfectly plain that the heart of this evil lies in the powers that control government machinery, in other words, to be perfectly plain, the trouble arises from the influence exerted on government by rotten politics. It is for political reasons always that the law is permitted to lapse in these cases. The politician, knowingly or unknowingly, becomes the efficient tool or ally of the trust builder.

"Third, for all these conditions you have the remedy in your own hands.

INJUNCTION DISREGARDED

"Now, as an illustration of the way the government neglects to enforce the plain law, I will call your attention to the fact that more than two years ago a judge of the federal court at Chicago issued an injunction prohibiting the men engaged

in managing the beef trust from doing certain specific things. This injunction was supported by the strongest of legal bulwarks. It was based on the Sherman anti-trust law of the United States, and based equally on the common law, for the judge held that the acts that it prohibited were clearly opposed to public policy. That was more than two years ago. Most of the things enjoined by this judge have continued to be done every day since, and, up to the present time there has been no attempt whatever to enforce the injunction, a state of things to which you will find it very hard to find a parallel in our history. Heretofore it has not been common to disregard and trample upon an injunction of the federal court. From time to time complaints have been made of the neglect in this case and last summer, at the time of the stock yards strike, these complaints became particularly persistent. Thereupon the national commissioner of corporations, Mr. Garfield, was directed to investigate the beef trust and report upon it. His report was made public on March 3. On my way down to your pleasant country I amused myself by reading this report, 'The Complete Dream Book of the Beef Trust,' by J. R. Garfield, and it seems to me the most extraordinary document ever issued in this country. Of course, I know quite well that Mr. Garfield is not primarily responsible for it. I know that, with shrinking modesty, the real author has sought to conceal his identity. If you will look back to the statements published one year ago by Louis Swift, of Swift & Co., you will find the substance of every conclusion made in the Garfield report, a trace of every figure therein, and very often language that is amazingly similar. What happened was that Mr. Garfield was induced, honestly, no doubt, to accept the statements made by the packing house interest as correct, and to embody them in his report, but the public which every day, in a thousand ways, pays tribute to this great combination has a right to know a great deal more about it than this inadequate, incompetent and misleading report can tell him.

"If you will bear with me for a moment I propose to show some few of the many misleading statements with which this report is loaded, so that you may judge for yourself whether any dependence is to be placed upon any part of it.

FLAWS IN REPORT

"I read in this report, first, that six companies, Armour & Co., Swift & Co., Morris & Co., the National Packing Company, the Schwarzschild & Sulzberger Co., and the Cudahy Packing Company, frequently designated, it says, as 'The Big Six,' slaughtered in the year 1903, only 45 per cent of the cattle slaughtered in the United States, and the alleged fact that 55 per cent of the cattle slaughtered were killed in houses outside of these six, is taken by the report to be conclusive evidence that there is ample competition; that there is no monopoly in slaughtering and that, in fact, what we have called 'the beef trust' is largely or wholly a myth.

"Now, observe, in the very first clause of this statement that there is obviously an attempt to create the impression that the six companies named compose what is known as the beef trust. The words 'beef trust' do not appear anywhere in the report, but you are left to conclude that by the 'beef trust' is meant just these six companies, whereas, as a matter of fact, the six companies named have little real connection with the real beef trust. They are merely corporations, some of them a public character, by which the real persons composing the real trust carry on a very small part of their operations, so that, as a matter of fact, the report does not deal with the real trust at all, but only with some of its ostensible manifestations.

"Then we go to the statement that these six houses slaughtered only 45 per cent of the cattle. There could hardly be framed a more disingenuous statement. You go down to Boston now and you will find there the great slaughtering and packing establishment of John P. Squire & Co. busily at work. The slaughtering done by this firm is included in the 55 per cent of cattle slaughtered in the houses alleged to be outside of the trust, and yet, John P. Squire & Co. are owned absolutely by the Swift interests. You will also find in Boston the big establishment of the North Provision Company, likewise slaughtering and packing. The cattle slaughtered by this firm are included in the 55 per cent of competitive slaughtering and yet the North Provision Company is owned by the Swift interests.

"At Providence, R. I., you will find the big establishment of Sperry, Brown & Co., slaughtering and packing. This work is included in the 55 per cent alleged to be competitive slaughtering, and yet, they are owned by the Swift interests.

"At Hartford, Conn.; at Jersey City, at Philadelphia, Baltimore, Indianapolis, Cincinnati and many other cities you will find other firms operating under various names, all owned or controlled by members of the beef trust. The product of these houses is included in the 55 per cent alleged to be competitive slaughtering. Could anything be more unfair than to assume that because a trust house chooses to operate in a certain city under another name, that it is, therefore, outside of the trust? The truth is that if we round up all the slaughtering houses and packing plants in this country that, under whatsoever name, are owned or controlled by the members of the beef trust, we shall find that the true figures of trust slaughtering are not less than 80 per cent of the total cattle slaughtered in the United States. Some authorities at the Chicago stock yards have estimated the total of the beef trust slaughtering at 50 per cent. Take it at its lowest estimate and the real total of cattle slaughtered in

this country by the trusts is ten million, instead of five million, five hundred thousand, as given in this report.

COMPANIES HAVE MANY NAMES

"In the next place I read here that these six companies are Armour & Co., Swift & Co., Morris & Co., the National Packing Company, Schwarzschild & Sulzberger Company, the Cudahy Packing Company, Armour & Co.—what Armour & Co.? There is Armour & Co. of Illinois, Armour & Co. of Missouri, Armour & Co. of Maine, Armour & Co. of New Jersey—there is the Armour Packing Company, Ltd., and the Armour Packing Company, unlimited, and the Armour Refrigerating Company, the Armour Fertilizer Works; there is Armour this and Armour that, all through the many ramifications of this great concern and behind all is Armour & Co., a co-partnership, about which neither Mr. Garfield nor any other outsider, have a particle of definite information. Which is the Armour & Co. meant by this report? I don't know—you don't know—and if Mr. Garfield knows, he carefully conceals the information. Before the interstate commerce commission in October, 1904, representatives of the Armour interests admitted the existence of twenty corporations in which the Armour concern is involved. Which of these is the one meant by this report? It cannot possibly be all of them, because they have different officers, different organizations and different stockholders, as well as different operations. Then which one is it? And then Swift & Co. There is Swift & Co., a public corporation of Illinois, doing its business in the day light with public and accessible records; there is Swift & Co. of Maine, Swift & Co. of New York, G. F. & E. C. Swift, G. F. Swift & Co., E. C. Swift & Co., the Swift Refrigerating Company, the Swift Beef Company and the Swift Packing Company. Which of these is the Swift & Co. meant in this report?

"Morris & Co. are a co-partnership in Illinois, and a corporation in Maine. Which of these is the Morris & Co. of this report? The question is of the utmost possible importance, because the whole system of the beef industry of the United States revolves upon it. The fact is that this great industry, like so many others, is organized on the basis of wheels upon wheels, and no view of it can be of the least value that does not take into consideration all of the wheels. Now, the ordinary method of handling the beef business is for one company to buy the cattle on hoof, slaughter it and sell the dressed products to another company—usually of the same name that carries on the work of distributing the product to the consumer. From the cattle on the hoof to the first wholesaling is one distinct operation, showing one certain margin of profit. From this first wholesaling to the consumer is an entirely different operation which shows a much wider margin of profit. It seems almost enough to say of this report that it deals with the beef industry only up to the point of the first wholesaling and stops there. Of course, this covers a very small part, and the least profitable part of the operation. On the basis of this operation, the report says that the profit to these companies in the beef industry is only two per cent of the price of the cattle and that the average profit on each steer slaughtered is only 99 cents. If this statement were true, I am sure that we should all feel the greatest commiseration for the poor gentlemen engaged in the beef industry. If there slaughter only ten million head of cattle in a year and make on the cattle a profit of only 99 cents a head, their total profits must be only about ten million dollars a year, and when this miserable pittance is divided among the fifteen or sixteen persons that compose the beef trust, you can readily see that there is hardly enough to keep the wolf from the door; but, lest you should be moved to open subscription lists for these poor but deserving persons, or start soup kitchens or relief movements in their behalf, I hasten to assure you positively that the statement is incorrect. They are able, with proper economy and due regard to their pressing necessities, to make considerably more than 99 cents on each steer they slaughter. On this subject I have the figures of two experts. The first is a man who has been twenty-two years in packing town, who has no reason whatever to be partial or interested, and who was instructed to prepare a table on the basis of the smallest possible margin of profit on each item of sale. This table he made up from actual market records, from books and indubitable reports, and this is what he finds:

PROFIT ON ONE STEER

"Take a steer weighing 1,000 pounds and bought on the hoof for four and one-quarter cents, live weight, it costs \$42.50. Such a steer can hardly dress less than 56 per cent of beef. Five hundred and sixty pounds of beef at 6 1/2 cents, the low wholesale rate at Chicago, bring \$35.50. The hide, sixty pounds, at 10 cents a pound, returns \$6. The butter tallow returns \$2. Head and feet 40 cents. Cheek meat 12 cents. Tonge 60 cents. Liver 10 cents. Sweetbread 10 cents. Tail 4 cents. Tallow trimmings 30 cents. Blood 10 cents. Horns 10 cents. Total \$45.56.

"Now, in addition to this, there are the remnants that are converted into fertilizers and products and are worth from \$1.75 to \$1.90. Say they are worth \$1.75—now deduct 50 cents for the cost of killing and \$1.25 for incidental expenses, deterioration and all other items, and there is left a net profit on the smallest possible basis of calculation of \$3.06 a head.

THE POWELL REPORT

"Cuthbert Powell of Kansas City, who has been more than a quarter of a century an expert on packing houses and live stock matters, has prepared another estimate, not of the lowest possible figures, but on average figures, and his estimate, based on the records of a year's killing

of one of the biggest western plants and representing all grades going to it in that time, is as follows:

"Take 1,205 pounds as an average of native steers—they dress on an average of 58 per cent, making 700 pounds of clear meat. The cost on hoof at an average price of \$4.75 would be \$57.23 cents for the clear meat; the average returns, at wholesale to the packers would be \$52.50. Killing would cost 50 cents, leaving \$52 net, for the carcass. The value of the by-products, tallow, hide and all the incidentals, such as blood, hoofs, cheek meat, etc., is \$15.14. This shows a gross profit of \$9.91 cents a head.

Mr. Powell allows from this a deduction of \$2.50 a head to cover the general expenses of running the plant, legal and other disbursements, and finds that the average profit to the packer on each steer he kills is \$7.41. How does Mr. Garfield reach his total of 99 cents? I do not know; you do not know; and if he knows, he does not tell. He simply states it as a fact, but every man in the Chicago stock yards or elsewhere that knows anything about these matters received the 99 cent assertion with mere amusement. The statement had been made before by the packers at times where there was some particular agitation against the beef trust. It had always been denied by those in position to know, and nothing seems stranger than that the official report given out under the sanction of the government should repeat these reports, apparently without the slightest effort to ascertain whether they were true.

"I read here in this report the extraordinary conclusions that in the beef industry when the price of raw material has been diminished 20 per cent, and the retail price of the finished product has been increased 8 per cent, the manufacturer makes no more money than he made before, notwithstanding the fact that he has not any greater expense in manufacturing. The only logical deduction you can make from that is that for fifteen years before the formation of the trust, the beef industry of the country was carried on at such monstrous losses as would bankrupt almost any fortune in the United States, and you are invited to believe this as the truth.

"I read here also that the six packing companies treated of are not over-capitalized. The report says so. You are asked to accept it. Included in the beef trust are various co-partnerships. How does Mr. Garfield or anybody else know what is the capitalization of these co-partnerships? What is over-capitalization? When the public corporation of Swift & Co. took over the line of refrigerator cars that had been owned by the private Swift interests, the price paid was \$10,000,000—the value of the cars was about three. That looks, to the man who has not the precious second sight of a commissioner of corporations, like \$7,000,000 of over-capitalization.

"If there had been any investigation at the stock yards of this subject, the commissioner would have encountered men that would show him where, at least, 35 per cent of the stock of some of these corporations is pure water.

"The statement that the profit of these companies on slaughtering cattle is only 2 per cent of the purchase price of the cattle has been widely regarded as showing the true total profit of trust operations.

"Mr. Powell, in the estimate from which we have quoted, shows that the real profit on slaughtering cattle made by the beef trust is not 2 per cent of the purchase price, but 15 per cent, and that this profit is turned over and over every two or three weeks, or from twelve to twenty-four times a year. But, even if the 2 per cent statement were true, as it is not, what shall we think of the report on this industry that confines itself solely to the dressed beef operations of this monopoly? Is it the intention to create the impression that the beef trust has no other activity but in dressed beef? How does it happen that the report does not deal with hogs and pork products, fresh, smoked and salted, with which the beef trust is just as much engaged as it is with beef? Why does it say nothing about mutton? How does it happen that nothing is said about its monopoly in lard? Why does the report say nothing of its enormous dealings in poultry, dairy products, canned goods of all kinds, fertilizers, bone, soups and soap? In comparison with its profits on these the profits it makes on dressed beef are very small. Why does the report say nothing about the fact that the trust is rapidly up an absolute monopoly in most of these products? Why does it say nothing about the control of the poultry trade, the egg trade, butter and cheese? Above all, why does it deal in this disingenuous and untruthful way with the refrigerator car, the main spring and greatest source of profit in trust operations? Mr. Garfield says that the profits of the refrigerator cars operated by the trusts are liberal, amount to 14 per cent to 17 per cent per year. Will you believe me when I tell you that this calculation is based solely upon the mileage earned by these cars, and does not deal in any way with the monstrous living charges by means of which the trust piles up millions of ill-gotten gains each year and increases the cost of 90 per cent of the vegetables and fresh fruit that come to the table of the nation? But even his estimate on the mileage returns is untrustworthy. There are about 40,000 refrigerator cars operated by the trust. These travel about 120 miles a day on an average. They receive from the railroad companies about eight-tenths of a cent per mile for every mile they travel. Mr. Garfield says the cars cost \$1,000 each. As a matter of fact, they cost \$650. You can see that with an average of 125 or even 100 miles a day, and an investment of \$650, that their returns for mileage alone are very much more than 17

per cent. I know a company, one of the subsidiary refrigerator car companies of the trust, that pays annual dividends of 40 per cent, and does this solely on the mileage without the icing charges. Why does Mr. Garfield say nothing whatever about icing? This is, I suppose, the greatest robbery now perpetrated in the country. Consider that about 80 per cent of the fresh fruits and vegetables that we consume have to be carried in refrigerator cars; consider that almost all of these are carried in trust cars; then consider that besides the mileage paid for these cars by the railroad companies, the trust extorts charges for the ice, ranging from five to fifteen times as much as the cost of the ice used; why does Mr. Garfield ignore all of this? He might have told us that from the Michigan fruit region to Chicago 150 miles, time, twelve hours, there is an icing charge of \$25 a car, and the ice consumed in transit costs about \$5. He might have told us that in many of these cases no ice whatever is used, but the charge is nevertheless extorted. He might have told us the man at Humboldt, Tenn., who was charged \$84 a car for icing on a distance of 608 miles, and sent three cars of tomatoes to Chicago, and found when he had sold the tomatoes that he did not have enough to pay the icing charges and the freight rate. He might have told us that in many instances the icing charges exceed the freight rates. He might have said that from Missouri to Boston, \$1.05 is charged—the cost is perhaps \$20 or \$25. He might have said that wherever these refrigerator cars run and are operated by the trust in the produce business that they hold up the producer who is obliged to transfer their extortionate charges to the consumer. He might have given us figures of the most interesting nature, showing how, on all this enormous mass of transportation the most monstrous and unjustifiable tribute is levied and that all this money so collected goes into the treasury of the beef trust. This is the real beef trust that Mr. Garfield was sent to investigate and about which he seems to have found nothing.

POLITICS THE SECRET

"So now I come back to my second point—for the real secret of this inadequate, incompetent and misleading report, we must go back to politics. The exigencies of partisan politics in Illinois demand that the beef trust should be exonerated. The gentlemen in charge of one of the most powerful and successful political machines in Illinois earnestly desire that the packing houses with whom his machine had, for many years, been in close alliance should be exonerated in this report. He saw to it that the commissioner was well entertained when he was in Chicago. It has been repeatedly asserted and never denied that this politician personally supervised this report, and if you have any doubt that this is so, I refer you to the fact that on March 1, when this report was supposed to be in the exclusive possession of the president of the United States, this politician gave out in Washington all its most important findings and quoted from its most significant figures so that we have here clearly an example of that evil alliance between the politician and the corporation which, with the railroad rebate situation, forms the whole evil which threatens to destroy what is left of free government in this country.

"This is the situation and now, for the remedy. I need hardly point out to you that if there were packing houses and slaughtering plants independent of the trusts that the whole problem would practically be solved, for then you would have a market free from manipulation and control; products would stand on their own merits, and prices would be governed, both for the consumer and producer, by the normal laws of supply and demand. It just one thing could be guaranteed we should have plenty of independent slaughtering houses and that one thing that is necessary is the assurance of absolute fair treatment in the matter of transportation and positive assurance that no shipper, big or little, rich or poor, shall have the slightest advantage in rates or facilities over any other shipper. If that could be absolutely guaranteed we should have independent packing houses started tomorrow in every important center in the country; yet the law provides for just exactly this condition of even handed justice in transportation. What is needed, therefore, is the kind of government influence that will enforce those laws and secure that justice. How are we going to get it?

"Go down to Washington and go to the senate chamber and sit in the gallery and look down over the railing—a senator comes in and you say to the man next to you, 'Who is that?' and he says, 'That is Senator So-and-so—he represents the Standard Oil.' Another senator comes in and you say, 'Who is that?' and your friend says, 'Why, that is Senator So-and-so; he represents the New York Central,' and the next man comes in you say, 'Who is that?' and your friend says, 'That is Senator So-and-so; he is here for the Pennsylvania railroad.' The next man that comes in you discover represents the United States Express Company, and the next man is there for the Harriman interests, and the next man is for Mr. Morgan, and the next man for the United States Steel Corporation, and so on, one after another. Then you go over to the house and one man is pointed out to you that represents the Rock Island; another man is there there for Mr. Hill; another man represents the Gould interests, and another man is kept there by the beef trust, and another man that you know is on the pay roll of the sugar trust, and so on. So they all go—every one tagged, every one labeled, every one wearing the collar of this or that corporation. Now, you will not have any change in industrial conditions in this

country, and you will not have any chance to do business under the guarantee of the constitution, and you will not have any chance for justice and equity until you change all that. The first thing is to do away with representatives of the trusts, corporations, railroads and the powers that prey on the public. The first thing is to have men in every legislative body that represent, not the corporations, but the producers and consumers. The first thing for you to do is to use the club that the ballot has placed in your hand to beat down the combination that now throttles the laws and makes the constitution a by-word. The first thing to do is to establish the standard that you will not vote for any man for any office that is not absolutely pledged to stand squarely on his two feet and fight to the last against the power that is getting its tentacles around the throat of the republic. The next thing to do is to take any man that turns traitor to your cause, which is the cause of the plain people of this country, and put him in the pillory, and so brand him that if he should live a thousand years, he would never recover from the effects of it—so that if he lives a thousand years, it will never be possible for him to be elected constable of the smallest precinct in any corner of this country. When we have a government composed of representatives of the people instead of representatives of the Standard Oil Company and the beef trust, we shall have no difficulty in securing the enforcement of existing laws or the enactment of such additional laws as may be necessary to restrain discrimination or abolish injustice. All that is needed in this country is plain, even-handed justice; no favors, no secret advantages, no grafting, all men, big and little, rich and poor, on an exact plane of equality, and you will not have that until you have men in congress and in the legislature that are men of your own and not men with the monopoly collar around their necks.

"The ballot is the implement by which you can put an end to all of these things. You don't need anything else. Of course, the minute you take that position, you spring a lot of timid gentlemen who shriek aloud that this is bringing politics into business. Is it? Well, in the present condition of things in this country, you cannot imagine anything that would be better than to bring business squarely into politics and keep it there. Who was it that taught us how politics could be used to further the business of individuals? What department of any great trust or railroad monopoly is more important than its political department? What department is looked after with more anxious care? There is not an election of a congressman from one end of this country to the other that does not, from the first to the last, have the anxious supervision of anxious corporations.

"What I suggest is that the producers and the plain people of this country, who, up to the present time have had nothing but neglect from the government and robbery from the monopolies, shall take as much interest in politics as the oppressive monopolies take. What I suggest is that we send cattlemen to congress to represent cattle interests, and farmers to congress to represent the farms, and that we get rid, once for all, of the astute politician who goes down there and sells himself to corporations for the sake of re-nomination or for anything else.

TEXAS AN EXAMPLE

"Take a practical illustration: You have been able here in Texas to put a stop very largely to railroad rates on shipments within the boundaries of your state. Now, if that can be done in one state, it can be done in the United States. Suppose we make this issue, and for the time being, lay aside everything else; suppose we demand that every candidate for congress place himself squarely on record as to whether he will or will not vote for a national bill, establishing throughout the country the conditions you have been able to establish in Texas. Suppose we regard this as the most vital question to be decided. Suppose we force it to an issue. Suppose we make every man that wants to go to the United States senate from any state declare whether he will vote for us or against us. As surely as you live, the time will be short before we shall have enough independent men in congress to settle this issue, and when it is once settled and railroad rebates and discriminations and special charges are wiped out of existence, we shall have no more trouble with the trusts."

The general opinion of all visitors to Fort Worth during the past week is that our Fat Stock Show was just about the biggest thing that ever happened in Texas. And they are all invited to return next March and see things that will appear little short of the marvelous. The Fort Worth Fat Stock Show is one of the things that it will do to tie to. Much credit is due the promoters of this enterprise for the full measure of success they have attained in their efforts to make this great enterprise just exactly what it should be.

It would be rather a funny situation if it should develop that all the criminal evidence obtained in the Garfield investigation of the beef trust had been turned over to the department of justice and is the basis for the further investigation that is pending at this time in Chicago. If such should prove to be the case there would be a wonderful revulsion in the popular estimate of Commissioner Garfield down in this neck of the woods.

RELATION OF IRRIGATION TO LIVE STOCK INDUSTRY

Joseph A. Kemp of Wichita Falls, Texas, addressing the Texas Cattle Raisers' Association convention on the relation of irrigation to the live stock industry today, said:

I am aware that I have had the distinction of being known as the irrigation crank of Texas for a number of years. I assure you, gentlemen, that the title is not in the least offensive. I realize that men who become enthusiasts upon a subject which is out of the ordinary are usually designated as cranks. Until very recently the question of irrigation has been little understood by Texas people. I frequently meet people now who, hearing the word "irrigation" seem to experience a peculiar feeling—they have a feeling that it is something a great way off and hard to reach, intangible; something mysterious. They imagine that the art of applying water to cultivated lands is some complicated and wonderfully intricate process, not easily understood or attained by mortal man.

We find history repeating itself throughout the world. Here in our own country of America, the national government is preparing to spend millions of dollars for the reclamation of her lands in the arid and semi-arid portions of North America. Irrigation was practiced in Southwest Texas nearly two hundred years ago. With the erection of the Spanish missions in the vicinity of San Antonio began the cultivation of the soil by irrigation. Evidences of these old ditches are yet to be found.

It is only within the last few years that the people of Texas have begun to give the question thoughtful consideration.

The defeat of the irrigation amendment was a great surprise as well as disappointment to many of us in the west. There was perhaps no other class of our citizens more strongly opposed to this amendment than the live stock men. I do not make mention of this fact in any spirit of criticism or complaint for I believe sincerely that you were prompted by your honest convictions. You simply were not sufficiently informed upon this all important subject, and it is very gratifying to me to find that a great change has taken place in the views entertained by the intelligent and progressive members of this great association upon this, in my humble judgment, one of the most important subjects that you will have to deal with in the future. The far-seeing and observing cattleman realizes that a great change has taken place in the last few years in the live stock industry. The price of lands has been steadily advancing until today those cattlemen who failed to purchase lands while they were cheap are finding it unprofitable to either purchase or lease lands in large bodies for strictly grazing purposes at prevailing values. And in many instances stockmen who did acquire large bodies of land are now cutting these pastures into small tracts and selling same to farmers. The demand for homes is increasing. Far out upon the plains the country is being rapidly settled by farmers. The change which has taken place, all thoughtful men must realize, is not temporary. You, gentlemen, who are soon to pass from the scene of action and turn over to the younger generation this great business which you have spent a life-time in building up do so under greatly changed conditions from what they were when you began twenty-five or forty years ago. There has been a complete evolution in that period. The business to be profitable must be conducted upon an entirely new basis. You can no longer afford to graze large herds upon lands which will sell for \$5 to \$10 per acre when it requires ten to twenty acres of native grass to support a cow. You must reduce the number and increase the quality. You must make this \$5 to \$10 land produce (instead of \$1 worth of native grass) \$40 worth of hay. Instead of ten acres to one cow, you must make one acre take care of ten cows.

There is not a man within the sound of my voice who will gainsay the proposition that West Texas is as well adapted to stock-farming as any part of the United States, but for the irregularity of the rainfall.

It is a fact that nearly all of the arid or semi-arid lands in the west are possessed of marked fertility. It is seldom that absence of abundant production is caused by want of fertility; but it is nearly always caused by want of moisture. The trouble does not lie in the fact that rain of the aggregate quantity to produce good crops does not fall, but the shortage of crops is due often to the failure to get a single rain at a critical time. When it rains, it pours and pours and when it stops it remains dry a long time. There is scarcely any crop grown in North America which cannot be grown in Western Texas with the aid of irrigation. Alfalfa will grow as well in West Texas as any part of the country. There is no better hay crop known than alfalfa for maturing and fattening live stock. The yields obtained in West Texas will be much greater than in Colorado or many of the arid states where it is being grown successfully and profitably; our seasons are much longer and we could always get at

least four cuttings and most years five, which should give an average yield of at least six tons per acre. Alfalfa hay when made, is worth to a stockman to be fed to the live stock which feed upon the ranges at least \$7 per ton. One million acres of land is not many acres to a man living in Western Texas and when I speak of West Texas, I mean that country west of the ninety-eighth meridian. Did you ever stop to think what an immense area this is? Draw a line from the north boundary line of Clay county on Red river straight through Texas following the ninety-eighth meridian and you have an area containing over 120,000,000 acres—an empire within itself. Suppose one million acres of this country was planted in alfalfa which produced yearly six tons per acre worth \$7 per ton. You have six million tons, worth forty-two million dollars and these figures would not fully represent the value of the alfalfa crop to the country. When the ranchman whose cattle graze in the summer on the adjacent upland ranges are feeding alfalfa to their stock in winter, what are they doing? Why, they are keeping the animals growing all the winter months, whereas if they had to winter out upon the open range they would lose much in flesh, to say nothing of the hazard of loss through privation. When the young cattle are wintered on the open range, usually they weigh less in the spring than they did in the preceding autumn. When wintered on alfalfa they gain from 100 to 150 pounds during the winter season. This fact has been demonstrated at many experiment stations in irrigated sections. This means that the ranchman can shorten the period of production by one-third at least, that is to say, an animal that requires three years to grow it on the open range, can be made to attain the same weight in two years when fed on alfalfa in winter. This makes it possible to increase the production from the pastures of the open range by fifty per cent. Alfalfa thus grown also makes it possible for the ranchman to finish the stock grown on the ranges before it is shipped to market. Especially is this true if some grain is grown on the irrigated land as for instance, corn, oats or barley. Experiments conducted at experiment stations have made it clear that when cattle are finished on alfalfa along with grain that one-third of the amount of grain usually fed will give as good results along with alfalfa as a full grain ration in the corn belt where cattle are fattened on corn.

I do not undertake to say that all of this vast domain can be irrigated, but I do claim that millions of acres of it can be.

My observation has been that there are few years but what at some time during the year rain does not fall in excessive torrents. During the last sixty days enough rain has fallen in the arid and semi-humid belts of Texas to have watered millions of acres in that vast territory.

There are hundreds if not thousands of places along the dry creeks and canyons where storage reservoirs could be constructed at compensatory cost to conserve the water to irrigate vast areas of land.

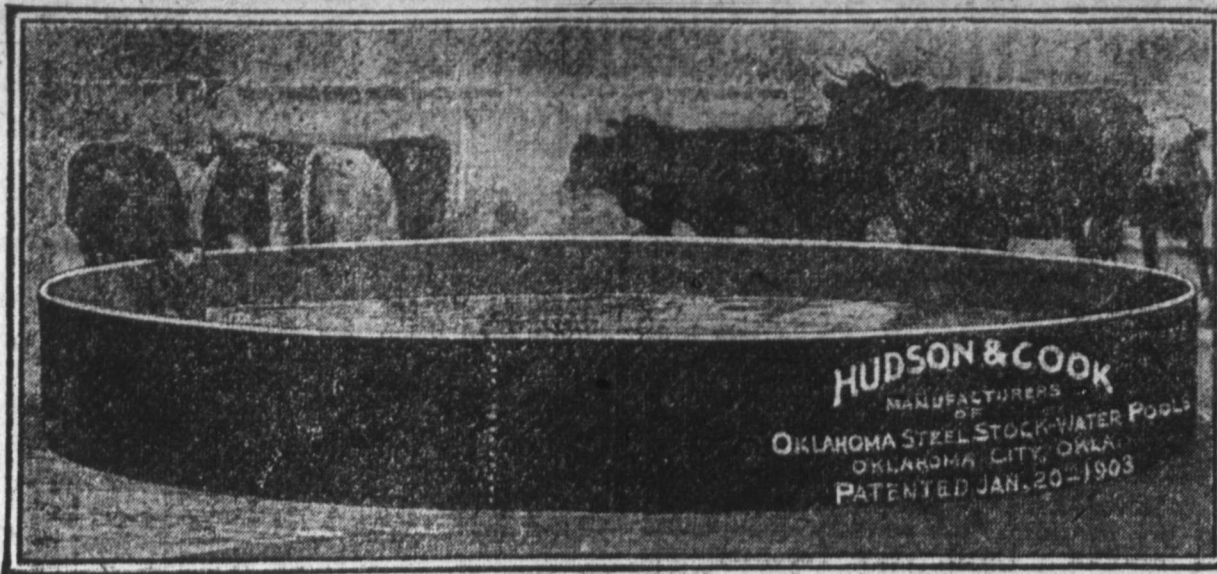
I doubt if there is a ranchman here today who is the owner of a large body of land but could find places in his pasture where storage reservoirs could be built that would furnish water sufficient to irrigate hundreds of acres of land.

If you construct irrigation plants and raise plenty of alfalfa, milo maize, kafir corn and have it stacked around in convenient places where the old cow can find it during a spell of weather like we experienced last month, it will relieve you of much anxiety.

In many places irrigation can be done cheaply and profitably from artesian wells, and in some places from running streams by pumping. We do not require nearly so much water as they do in the strictly arid states where irrigation is practiced; we only need irrigation to supplement our rainfall. Irrigation in West Texas insures against failure of crops. With the aid of water at your command you become master of the season. The territory embraced within the area west of the ninety-eighth meridian is larger than the three great corn and fine stock producing states of Missouri, Illinois and Iowa combined. With the proper effort will become the most prosperous stock farming country in America. Let us find a way to store up the flood waters which run to waste and thereby aid in making Texas what Destiny intended she should be—the Imperial Commonwealth of the great sisterhood of states.

NOTICE

All parties driving cattle north to points on the Fort Worth and Denver City Railroad are hereby notified not to trespass on the premises of the Bugbee-Coleman Land and Cattle Company. Parties driving to Estelina or Clarabon must keep the public road. Bugbee-Coleman Land and Cattle Company,



If you want the best thing ever made for watering stock on the range, buy the OKLAHOMA STEEL STOCK WATER POOL. It is not a tank; but simply a POND, with a SUBSTANTIAL STEEL WALL, which is made in sections and bolted together after being landed at the place where the pool is to be used. Like other ponds it has a rust, rot or wear out. We solicit trial orders and invite correspondence. HUDSON & COOK, Oklahoma City, Ok.

EFFECT OF PACKING INDUSTRY ON EXTENSION OF MARKETS

A. B. Robertson, addressing the Texas Cattle Raisers' convention today, said:

"The question of markets is one of the greatest moment to the Texas producer at this time, from the fact that the range cattle business of this state has undergone a very remarkable transformation of late years. Conditions have arisen which compel the range men to look in other directions than the avenues which have hitherto been open to them. The principal reason that we must look for the development of new markets, is the constant curtailment of the great range area, not only in Texas but in the northwest, and throughout the entire range district. There is no longer the usual demand for our steers to go to the northwest, for that demand is growing less annually, not from the fact that the northwest is not pleased with Texas range bred stuff, but because that country has experienced the same range curtailment that has been felt in Texas and elsewhere.

"The sheep man and the stock farmer is making himself felt there as here, and places there to develop the Texas steer are becoming quite scarce. The falling off in the annual demand for Texas steers compels the Texas range man to look in another direction for an outlet, and in my judgment, the best opportunity lies in breeding of first-class stuff for the feeders of the eastern corn belt. The Texas range and bred calves that have gone to the feed pens of Ohio, Indiana, Illinois and Iowa and other corn belt states, have given a good account of themselves and inspired an excellent demand. In fact, Texas range bred now constitutes such a standard of excellence that they have few equals. There is more money to be made out of the sale of this young stuff and much less risk than to carry it until maturity, and right here permit me to say that the men who are engaged in the development of this market are doing a great work for Texas.

"Another feature of the situation is that it is also possible to hold our Texas steers on the range for greater development and then sell them to the Texas feeder. As a matter of fact, Texas must prepare to engage in the feeding and finishing business; necessity demands it, and it is only in that way we can expect to provide a reasonable and safe outlet for the surplus stuff that is not demanded by the cotton belt states.

"My observation leads me to believe that present market conditions are exercising a very destructive effect upon the production of range cattle. The rule in the past has been to spend a great deal of money annually in herd improvement, but since the era of depression set in, the tendency has been to spend less money for registered bulls while the condition of the cattle market is such as it is. The result is that some of our big herds are already beginning to show evidence of deterioration, and unless the remedy is found, the ultimate result must be quite disastrous.

"Mr. President: In view of the conditions referred to, I feel absolutely safe in saying there is not a stock raiser within the sound of my voice, or in the state of Texas for that matter, who would not readily dispose of his pasture lands at a reasonable price if convinced that the present state of affairs will continue much longer, for as a matter of fact, no range cattleman is making a dollar out of the business, and has not done so for the past three years.

"There must be a reason for the conditions that are complained of by producers all over the country, and the thinking men of today have not found it difficult to place the responsibility where it legitimately belongs. There is a small coterie of men seated in palatial offices in the city of Chicago, who daily place the price arbitrarily on every hoof of live stock that is sold. It is true there are vigorous denials, emphatic and to the point, that there is such a thing in existence as the beef trust. But, Mr. President, the recent decision of the supreme court of the United States in the Grosscup investigation case, has smoked those fellows out.

"As I have stated at another time heretofore, I do not believe the packers are operating as a single firm in this matter,

but they are pursuing the community of interest plan that seems to be wonderfully effective in stifling competition. When cattle are plentiful, they agree on a low price, and when they fail to show up in large numbers, a small raise is made in prices to stimulate the movement until there is another sufficient supply to warrant a sharp decline. And agreeable to my observations, the operations of the gentlemen are confined more to the range men than any other class, especially on train load shipments. It is probable there is some competition on small consignments from an occasional butcher or order buyer, but the range man with the large shipment is completely at the mercy of the packers.

"I have been reliably informed that in the big markets, one buyer is frequently given precedence today, to stock up, and the following day the other fellow is afforded the same opportunity, in order that there may be no competition, and instances can be recalled where purchases have actually been divided between two or more firms that should have been competitors. The packers have not only piled up their millions, but they have crushed out all other competition, and thereby forced dealers to buy their products. They have, by the use of private cars, built up a combine in this country of such magnitude, that no competitors, unless backed by unlimited capital, would undertake to engage in the packing business.

"The packers deny that they are operating in restraint of trade, and claim that they are engaged only in legitimate lines of business. The Federal government is evidently of a very different opinion, and is seeking to bring these people back within the pale of the law. That is all the cattlemen of the country could want or desire. It is no crime for men to grow rich and powerful in any business avocation, for industry and ability is entitled to its just reward. Men should be privileged to invest just as much capital in the packing business as they can control, but when once invested, it should be compelled to respect the majesty of our laws, and operate upon perfectly legitimate lines without working hardship or hurtful influence upon the masses.

"The packers claim that the unnaturally low prices that are now prevailing are but the result of the natural law of supply and demand. This contention, the intelligent stock raiser is prepared to deny, and to assert without fear of successful controversy, that the result is due wholly to a disregard of the law of supply and demand, and the successful manipulation of the markets by the men who are in position to do so. There is too much difference between the price of beef on the hoof and beef on the block to uphold such a contention.

"The packers may take refuge in the allegation that the retail butcher is to blame, but our information is that the butcher sells to the consumer at a price fixed by the packer, and if the butcher should refuse to buy of the packers, or should undertake to buy his beef on the hoof and sell independently of the packers, another shop is opened up in his vicinity, which soon puts him out of business.

"Another thing, Mr. President, the public is not getting the benefit of the cheap prices that are being paid the producer by the packers; in fact, a very large percent are not able to purchase beef at all on account of the present prohibitive prices primarily fixed by the packers. In the event that prices advance, as they unquestionably will within the next twelve months, on account of the falling off in receipts, the price of beef will be correspondingly increased by the packers, and the result will be further falling off in the consumption of beef, as it will then be entirely out of the reach of many who are even now able to indulge in that luxury.

"What the packers should do at this time, it seems to me, is to reduce the price of beef so as to bring it more within the reach of the consumer and thereby stimulate the demand. It is generally conceded that the country is in a prosperous condition, and all the other interests are enjoying a portion of that prosperity. It is only reserved for the cattlemen of the

country to bear the burden of the existing deplorable situation, at a time when it is clearly apparent that they, too, would be living on 'easy street' if the iron grip at their throat was released long enough for them to enjoy even a brief breathing spell. Surely there is a remedy for this situation, and in my opinion, the remedy lies in the control of the packing houses by the laws of our country, and the building of additional independent plants at the market centers. That there is money to be made in the packing business, is a fact amply attested by the powerful influences that have grown up in consequence of those already in existence, and which has enabled them to almost completely paralyze the great live stock industry.

"In conclusion I will state that these observations are not drawn entirely from my own experience, but are the result of that experience combined with expressions from leading cattle and commission men of the country. I thank you for your kind attention and ask that you give these suggestions careful consideration to the end that speedy relief may be obtained from the evil conditions that now afflict us.

S. Ikard of Henrietta and G. E. King of Taylor are the judges of beef cattle, car load lots. They will first pass upon steers, three years old and over. These are shown in pens of fifteen, and competition is keen, in fact the judges had not been able to reach a conclusion at 1 o'clock, after having deliberated for more than an hour and a half. In the meantime the executive committee, aided by veterinary surgeons, are considering the contests filed yesterday. How to tell the age of calves is the question.

Registered Shorthorns were judged in the show ring this morning. Aged herds, six in number, were brought in and J. F. Green & Company, Gregory, Texas, earned the blue ribbon.

Registered Herefords are being auctioned this afternoon. Indications are that prices will be somewhat better than was paid yesterday. Awards made this morning in the Shorthorn class follow:

Aged herd, bull and four females: J. W. Carey, Durant, I. T., first; J. F. Green & Company, Gregory, Texas, second; J. F. Hovenkamp, Fort Worth, third; J. E. Rhea, Rhea Mills, fourth; J. F. Green & Company, Gregory, fifth. Young herd, bull, 2 years old, and four females: (Five entries.) First, Dave Harrell, Liberty Hill; second, J. F. Green & Co., Gregory; third, J. F. Hovenkamp, Fort Worth; fourth, W. A. Rhea, Rhea's Mills; fifth, J. W. Carey, Durant, I. T.

Calf herd, bull and four females: (Four entries.) First, W. A. Rhea, Rhea's Mills; second, J. F. Green & Co., Gregory; third, Dave Harrell, Liberty Hill; fourth, J. W. Carey, Durant, I. T.

This completed the judging in the shorthorn classes for the day.

After frittering away ninety days in a very unprofitable session, the state legislature has been putting out feelers to ascertain how the suggestion of an extra session would be received by the people of the state. The governor has led off with the declaration that he wants no extra session, and that declaration from the state executive but properly voices the sentiment of the masses. An extra session would bring the members more pay, but could not stimulate the state's business. The best thing to do is to hold the honorable body down to the \$2 per day proposition, or else let it retire from business with the tacit acknowledgment that its legislative career has been almost a complete failure.

LIVELY CONTEST ON BEEF CATTLE

Fat Stock Show Judges Are Busy Deciding Merits of Carload Lots

AUCTION SALES CONTINUE

J. W. Carey of Durant, I. T. Captures Prizes for Short-horn Herd

Judging of registered and beef cattle was resumed at the Live Stock Show shortly before noon today. W.

ST. JOSEPH STOCK YARDS CO.

SOUTH ST. JOSEPH, MO.

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Most modern facilities for the handling of all classes of stock. A trial shipment will make you a regular patron.

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—IN—

NORTHWEST TEXAS

(THE PANHANDLE)

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A. A. GLISSON, Gen. Pass. Agt.
Fort Worth, Texas.

RESOLUTIONS PASSED BY TEXAS CATTLE RAISERS ASSOCIATION CONVENTION

The following resolutions were presented by the resolutions committee of the Texas Cattle Raisers' association at today's session of the twenty-ninth annual convention of that organization, and adopted:

WEIGHT OF HEIFERS

Whereas, The United States government, by and through its interior department in specifying the class and character of cattle required for Indian contracts, in cases where stock cattle are furnished for some of the reservations, that two-year-old, not more than three-year-old, heifers shall weigh 700 pounds and the time of delivery thereof being specified May 1 to 15; and

Whereas, It is practically impossible that heifers of such an age and such weight for the time of delivery named cannot be had in any very great number within the state of Texas, the natural and logical place from which they should be furnished; therefore be it

Resolved, That the Cattle Raisers' Association of Texas, in convention assembled, consider and declare that said specifications and time of delivery named is unjust and unreasonable and should be changed, to the end that the department could more readily and efficiently supply its demands as well as the interests of the cattle growers and producers be subserved.

INDORSE AMERICAN ASSOCIATION

Resolved, That the Cattle Raisers' Association of Texas, in convention assembled, unanimously and heartily indorse the organization of the American Stock Growers' Association, organized at Denver, Col., the current year, and pledge said organization our hearty good will and co-operation, realizing that said association will be a great factor in promoting the interests of the live stock industry. We heartily welcome it into this great field of usefulness, and bespeak for it the sympathy and co-operation of not only our own membership, but all persons engaged in the live stock industry.

ELECTION OF OFFICERS

Resolved, That Article 11 of the by-laws, rules and regulations of the Cattle Raisers' Association of Texas, be amended, so as to hereafter read as follows, to-wit:

ARTICLE 11.

Officers, Elections and Installment of. The officers of this association shall be one president, two vice presidents, one secretary, one treasurer and an executive committee of twenty members, of which the president and vice presidents shall be ex-officio members.

All officers shall be elected by the association, a majority of the votes cast being necessary to an election, and shall hold office for one year or until their successors shall be elected and installed; provided, that the members of the executive committee shall be nominated by the president, and confirmed by the vote of the association. The president shall be ex-officio chairman of said executive committee; provided, further, that the executive committee shall make such provision as it may respecting the number of its members who shall constitute a quorum for the transaction of the business of the association.

Membership in American Association

Whereas, There has been organized temporarily, the American Stock Growers' Association, and a meeting called at Denver, Colo., for May 9, 1905, to effect a permanent organization of said association; and

Whereas, Representatives of the Cattle Raisers' Association of Texas participated in the temporary organization; and

Whereas, The purpose, aim and intent of the American Stock Growers' Association is to organize into one compact organization the persons, firms and corporations, of the entire west who are engaged in the business of producing or maturing live stock, in order that such organization may stand as the representative, generally, of the live stock industry in matters of public or general importance, particularly the laws and regulations of the United

States, pertaining to or affecting the live stock business; or regulating or otherwise affecting railway transportation or affecting the matters of foreign or insular trade and commerce in live stock, or the products of live stock; and the amendments and enactments of laws of congress pertaining to any of these subjects, as well as the enforcement of the same and the administration of the various matters relating to quarantine and other regulations in the movement of live stock from one state to another; and

Whereas, At this time there exists great necessity for the live stock interest to secure the amendments to the interstate commerce law giving the commission power to regulate railroad rates, when found to be wrong, and we believe the whole live stock producing interest should act as one man in this matter through capable representatives; and

Whereas, We believe that by individuals, firms and corporations all coming together in one organization where each can represent himself, and the organization represent all, and thus divide equitably the expense, and make it but a small item to each, and yet have all the money needed; and

Whereas, We believe that an association composed of associations is impracticable and cannot be expected to have such united action,

Now, therefore, We recommend to and urge the members of this association to join the American Stock Growers' Association and make of it an organization which will interest all of the western states to perform the work which has been a very heavy burden upon your association, but which it has performed for the best interest of the whole public.

COST OF UNLOADING

Whereas, The stock yards located at Fort Worth, Texas, are now charging a yardage of 15 cents per head on all calves, which are there unloaded, making a maximum charge of \$10 per car on calves, while at Chicago, St. Louis, St. Joseph and Kansas City, the stock yards charge only 10 cents per head yardage on calves; and

Whereas, The stock yards at Fort Worth make a charge of 25 cents per head on beef cattle, which would make a maximum charge of \$4.50 per car on big beef cattle, eighteen head to the car, while the charges at the rate of 15 cents per head on sixty-seven calves, which would not occupy any more space than the beef cattle, would be \$10, and the yardage on a car of cows, twenty-two head per car, would make a charge of \$8 per car on cows in carload lots. Be it

Resolved, That it is the sense of this convention that the yards located at Fort Worth should be requested not to charge exceeding 10 cents per head on calves, and not exceeding 25 cents per head on grown cattle, in carload lots—the maximum charge for calves by the carload being fixed at \$6.25, and the maximum charge for grown cattle in carload lots at \$6.25 per car; and, be it further

Resolved, That the president of this association be authorized to appoint a committee of not less than six, to be composed of the secretary of this association, the attorney for this association, and not less than four members of the executive committee, to call upon the Fort Worth yards at once and request them to make the reduction and fix the rates as above requested, and make a report to the executive committee of this association as soon as they can conveniently do so. Be it further

Resolved, That we ask the citizens and commission men of Fort Worth to assist and co-operate with the association in securing the relief as above stated, because we believe that this discrimination in yardage fees tends to injure Fort Worth as a stock market. Be it further

Resolved, That the general manager of the Fort Worth stock yards be requested to show why it costs more to yard calves at Fort Worth than at the other leading markets in the United States.

SOUTH DAKOTA ENTRY

Referring to a recent law passed by the legislature of South Dakota containing

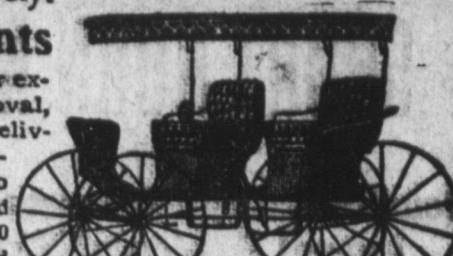
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but ship anywhere for examination and approval, guaranteeing safe delivery. You are out nothing if not satisfied as to style, quality and price. We make 200 styles of vehicles and 65 styles of harness.



No. 228. Leather Top Buggy with Leather Covered Bows and 1/2 inch rubber tires. Price complete \$68. As good as sells for \$75 more.

Our large Catalogue is FREE. Send for it.

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Elkhart Carriage & Harness Mfg. Co., Elkhart, Indiana.

regulations regarding entry of cattle into that state, the following resolutions was adopted:

Whereas, We do not believe that it is the intention of any state to pass prohibitory measures against the interests of her sister states as well as the interests of her own people and we do not believe it is the intention of said state to ignore the efforts of the Federal government in protecting the interests of one of its chief industries; and

Whereas, The Federal government has taken every precaution and thrown around the cattle industry every safeguard to protect it from every character of contagious and infectious disease, and, whereas, here is a very small portion of the state of Texas and the territories adjacent thereto where there appears to exist to any extent whatever any character of contagious or infectious disease, and, whereas, the law herein above referred to in affect amounts to an absolute prohibition of the movement of cattle to said state of South Dakota, and, whereas, we believe said law is unwarranted and unjust and can be subservive of no good to the cattle industry, of South Dakota and extremely disastrous and detrimental to the cattle industry of the state of Texas and the territories adjacent thereto; therefore, be it

Resolved, That the Cattle Raisers' association of Texas in convention assembled hereby condemn said law as being an unwarranted discrimination against the cattle industry in all the territories to be affected thereby, believing that the Federal government has provided and will provide ample protection for all live stock growers of the said state of South Dakota and we believe that it would be to the interest of all parties concerned that said law be repealed or so modified that its provisions will not be, as they now are, tantamount to the prohibition of the movement of live stock into said state.

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Fort Worth, Texas, guarantees to teach you Bookkeeping and Banking in from eight to twelve weeks, and Shorthand in as short time as any first-class college, telegraphy in four months. For catalogue address J. W. Draughon, President, Nelson and Draughon Business College, 6th and Main Sts., Fort Worth, Texas.

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The well known lands of the Loving Cattle Company are being sub-divided and sold out. Fuel near by and plentiful; good water near the surface; Graham, a fine market close by, for what you raise. Let me tell you about it.

PHIL A. AUER, G. P. A., Rock Island Ry., Fort Worth, Texas.

CONVENTION GOSSIP

The executive committee of the Texas Cattle Growers' Association conferred quite an honor upon Eli Titus, general live stock agent of the Santa Fe railroad, by making him an honorary member of the same. This is a recognition rarely shown any man by the executive committee.

Mr. Titus is the pioneer dealer of Texas cattle, and while associated with Mr. Hewins, long before the railroads entered this state, handled thousands of long-horns over the trail to the northern markets.

He was one of the largest dealers in his day and is now one of the best known among the leading stockmen of this country.

Iowa Man Wears Only Panama at Convention

"I guess I am the only man wearing a Panama hat that's attending the convention," said Martin Flynn of Des Moines, Iowa, last evening. "When I started south I naturally supposed at this time of the year that almost everybody in Texas was wearing summer clothing, but I find that they have either forgotten the straw hats or think it a little too early. The show is excellent. I have never seen anything quite as good."

Mr. Flynn is the judge of Shorthorns and has been judge at the largest fat stock shows in the country.

Prose and Poetry of Live Stock Industry

Carlton King of Denver, at the head of the company organized for the compilation of a true history of the stockmen and the cattle industry of the United States, which publication is known as "Prose and Poetry of the Live Stock Industry of the United States," is in the city to make delivery of the first volume, which is just from the press. The work is the only one of its kind published that deals with the live stock industry from an elaborate standpoint and contains brief biograph-

ical sketches of all the leading cattlemen in Texas who are members of the Texas Cattle Raisers' Association.

Carry Nation Pays

Visit to Convention. Carry Nation, who announced upon the occasion of her last visit to Fort Worth that she would return during the Cattle-men's convention and with a party of women expose the conditions in the under world of the city, arrived this morning.

After registering at the hotel she went about the city. Tonight she will lecture at the city hall. Wednesday afternoon she will hold a mothers' meeting at the Rosen Heights M. E. church and Wednesday night she will lecture at that church. St. Joseph Delegation

Established at the Worth

One of the largest delegations in the city to attend the convention and the Fat Stock Show is the party of representative men from St. Joseph, Mo. The party includes M. B. Irwin, traffic manager of the St. Joseph stock yards; J. B. Kerr, general western agent; L. D. W. Van Vliet, assistant general manager; Messrs. J. G. Vreeland, Snelson and Chesney of the St. Joseph Stock Yards bank; Richard Johnson of the firm of Gann & Johnson; Field Bohart and John Emmert of Thompson, Bohart & Emmert; W. F. Davis of Davis & Son; James Runyon, the inspector of the Texas Association at the St. Joseph yards, and Charles Lee and John Cleary of Cleary & Wood. The whole party has established headquarters at the Worth.

M. B. Irwin, the traffic manager of the St. Joseph yards, stated to a Telegram reporter that the past year had been a good one and that the receipts at the yards had increased over the previous year, with the exception of cattle, and in cattle there had been a slight decrease. He also said that the price of cattle was steadily advancing and would probably continue to do so.

The members of the party since their arrival here Monday have been distributing to their many friends and business acquaintances one of the neatest and most novel badges seen so far this year. The badge is that of a sombrero with a rabbit's foot hanging from it. At the top of the badge is the words, "St. Joseph, Mo." As soon as the pretty mementoes of the convention were distributed about the hotel there was a rush to the headquarters of the association to secure the badges as souvenirs.

Fat Stock Show Meets with Praise

Stuart Harrison, a member of the executive committee of the Fat Stock Show, in speaking of the exhibition today, said: "There is no doubt at all that the crowds will be enormous all of this week. So far they have been the largest ever seen here. This year the list of cattle shown is far in advance of any previous year. There are more Herefords and more Shorthorns, too. Then there are several car loads of Black Angus calves, as fine as I have ever seen. It will take a great amount of work to grade them all and the judges will be a very busy lot of men all week."

C. R. Thomas, secretary of the American Hereford Association of Kansas City, arrived in Fort Worth last evening to attend the Fat Stock Show. He spoke in the highest terms of the exhibition and complimented the management on the large and fine lot of cattle on exhibition. Mr. Thomas has been coming to the Texas Cattle Raisers' meetings for many years.

Beaver county, Oklahoma, is on the verge of another outbreak of hostilities between the cattlemen and agricultural interests, over the defeat of the proposed herd law. Feeling is running so high that it is feared that actual hostilities can not be much longer averted, and such contingencies are utterly foolish. This world is plenty big for all interests to get along without appealing to the arbitrament of the six-shooter. There is law to cover every possible emergency, and when people undertake to take the enforcement of the law into their own hands they show evidences of retrogression instead of progress and civilization.

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FOR TORPID LIVER.

A torpid liver deranges the whole system, and produces

SICK HEADACHE,

Dyspepsia, Costiveness, Rheumatism, Sallow Skin and Piles.

There is no better remedy for these common diseases than DR. TUTT'S

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Take No Substitute.

Penetration is the cardinal virtue of St. Jacobs Oil

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Rheumatism

It penetrates to the seat of torture as no other external remedy has been known to do and thousands certify to cures. Price 25c. and 50c.

MEETING HELD BY SHORT HORN MEN

Senator Bailey Addresses Sixth Annual Session of Texas Association

Senator Bailey, who addressed the sixth annual meeting of the Shorthorn Breeders' Association Tuesday night, told of the cattle conditions as he had found them in many lands, after an assiduous study of the agricultural conditions of all the world. He said that in those parts of the country where the farmers had good graded stock the land brought a better price, even though it was not the best land in the world, than in those parts of the country where the farmer had good land and poor cattle.

"No man can render a better service to mankind than to raise the standard of cattle," said the senator, and let me say that there is not a better class of men than those gathered here this evening that are worthy of such praise. They are doing much toward that end."

W. A. Harris of Kansas, a former breeder of shorthorn cattle, told the members of the association of the fact that he had been pleasantly surprised to see the condition of that class of cattle in this state.

"When I came to Fort Worth I came for the purpose of seeing what the association exhibit might look like. I regard the present excellent showing as something wonderful when one stops to consider the present high standard of cattle seen at the stock yards. The cattle being shown there are fit to show any place, and it is enough to make the members of this association feel mighty proud when one considers the many difficulties they have had to overcome. The Hereford raisers of Texas need have no fear of the future. They have shown themselves fit to conquer almost all obstacles thrown in their paths.

"The shorthorn cattle have shown themselves to be the peer of all breeds and are the foundation of all good stock. There is room for all the good shorthorns that can be raised. They are the least trouble, cost less to raise, become better stock in less time and they are now the standard the world over."

Colonel W. B. Denson of Gainesville, told of his experience in engaging in the work of raising shorthorn cattle and what results had been. He said that he was glad he had taken up this breed instead of another breed and had never since had cause to regret it. Colonel Denson told of visiting the fat stock show at Toronto, Canada, and what he had seen there. He noticed that the most of the prize winners were shorthorn cattle and said that the only difference between the cattle of Texas and of Canada was that there two-thirds of the cattle were roans while here they were red. In concluding he said: "Raise the standard of cattle. Send the poor graded stock to the butcher and keep only the best."

The association meeting was opened at 8 o'clock with a prayer by Rev. R. R. Hamlin of the First Christian church. Rev. Mr. Hamlin was followed by B. B. Paddock, who bid the members of the association welcome to Fort Worth. Jos. F. Green, president of the association, introduced Captain Paddock.

The address of welcome to the association was followed by a short speech of President Green. He thanked the citizens of Fort Worth and the stock yards for the magnificent show that they had. He said that Fort Worth and the territory within fifty miles of it was the shorthorn country of the state. Mr. Green told of the comparison of southern and northern cattle at the World's Fair and the hard work which was necessary to get the two classes to be exhibited with the result that the southern breeders, with only two or three months' time, had made excellent showing. He suggested that the members show cattle at the San Antonio fair and at the Madri Gras at New Orleans, and said that this would attract much favorable attention to the work of the association.

B. C. Cowan, assistant secretary of the Shorthorn Breeders' Association of America, addressed the meeting on ways and means of increasing the standard of the shorthorn breeds. Mr. Cowan compares the exhibition at St. Louis and exhibits here, and said that the breeders south of the quarantine line ought to feel very proud of the success they have had and ought to feel greatly encouraged.

Officers of the association were re-elected for another year. They are: Joseph F. Green, Gregory, president; H. C. Hallway, vice president, Fort Worth; J. F. Hovenkamp, secretary and treasurer, Fort Worth.

The executive committee was also re-elected as follows: Stuart Harrison, Fort Worth; John R. Burgess, Fort Worth; J. F. Hovenkamp, Fort Worth; L. B. Brown, Smithfield; R. H. Brown, Fort Worth; Charles MacFarland, Aledo; Joseph F. Green, Gregory.

NEW MEXICO FEEDING QUIET

CARLSBAD, N. M., March 28.—Things in this section of the territory are rather quiet now in the cattle business. There are several steer buyers here now, and they are going out to the different ranches looking at the stuff, but as yet we have heard of no sales. In a few days, though, things ought to open up, and

trading will be lively. There are a number of good steers in the territory now, on the open range, that are fat enough to kill, and a week or two more of this fine weather will make a big difference in them. Cattlemen are expecting a good price for their stuff this year, and are not going to be in a rush to get rid of it only at a fair price.

Association Inspector Gray, Dan Lucas, Charlie Barber, Walter Farrel, and others are at Fort Worth taking in the Cattlemen's convention.

General P. S. Benson, one of New Mexico's most prominent cowmen, died at his ranch ten miles south of Carlsbad last Wednesday night from Bright's disease.

General Benson is widely known, and was a very popular character among the cattlemen and stock farmers especially. His ranch is stocked with about 15,000 head of choice cattle, and his farm house and ranch was a model one. He traded Kansas City property worth \$80,000 about ten years ago to R. W. Tansill for his ranch, and has constantly improved the property and graded up his cattle, till he had a model outfit. He leaves three sons and a widow. The sons will, in all probability, take up his interests and continue running the ranch and business.

Tobe Oden, who manages the big interests of the Drumm Commission company, at Hagerman, N. M., was in Carlsbad last week, and reported the cattle and ranches in fine shape up there, and looks forward to a good year for the cowmen. Mr. Oden says he looks for no sudden jump in the price of cattle, but thinks in a year or two that they will be on top again. He also reports all the peach trees killed in and around Roswell from the effects of the extra cold weather some time ago.

BEEF TRUST QUESTION DISCUSSED BY RUSSELL AND JOINT COMMITTEE

Members of Texas Legislature
Hold Important Conference
With Chicago Editor

Charles E. Russell, editor of the Chicago Examiner and American, who arrived in Fort Worth from Austin Tuesday morning, held an important conference with the joint committee of the Texas legislature appointed to inquire into the alleged beef trust in Texas Tuesday afternoon at the Worth Hotel.

Mr. Russell, after the conference ended, declined to discuss matters that were considered, except to say that he gave the committee such information as he had been able to secure during his investigation into the question of beef trusts in the northern and western states and also to lay before the committee such other information as came before his observation after an inquiry into the private refrigerator car matter and the absence of competitive buying at the markets of Chicago and the effect of the same.

Mr. Russell said today that the fact he had been able to gather since coming to Texas convinced him of the existence of a trust and that he would compile articles on the situation as he found it in this state among the cattlemen for publication in both newspaper and magazine form.

Mr. Russell is accompanied by C. A. Walsh, national democratic committeeman from Iowa, who has recently been investigating the oil trust matter in Kansas, and came to Texas to aid Mr. Russell in his investigation in this state.

MEETING PLACE AGREEMENT

The fight for the Cattle Raisers' convention in 1906 is over. Fort Worth has conceded that Dallas shall have the convention next year.

At a meeting of prominent Fort Worth citizens and members of the Board of Trade and members of the Cattle Raisers' executive committee, held in the Board of Trade rooms Tuesday evening, an agreement was reached whereby it was decided that it was for the best interests of the Cattle Raisers' Association of Texas to hold its next annual meeting in Dallas.

After discussing the question, Clarence Ousley of this city made the motion to concede the convention to Dallas. His motion received several seconds and was unanimously adopted. Mr. Ousley suggested that Fort Worth devote its energies next year to the Fat Stock Show; present a standing invitation for the cattlemen to meet here at all times, but to offer no fight for the conventions hereafter. He said that Fort Worth could not afford to oppose the decision and will of the executive committee of the association, which favored meeting in Dallas.

Other prominent Fort Worth men, including Colonel Paul Waples, J. W. Spencer and S. B. Burnett, expressed similar opinions, saying that though they personally favored the city of Fort Worth as the next meeting place under the circumstances it was better to concede it to Dallas.

H. E. Crowley of Midland, a member of the executive committee, said that it was the general opinion of the cattlemen that



BUCHANAN'S Cresylic Ointment,

Standard for Thirty Years. Sure Death to Screw
Worms and will cure Foot Rot.

It beats all other remedies. It was

First Premium at Texas State Fair,

Held in Dallas, 1895.

It will quickly heal wounds and sores on cattle, horses and other animals.
Put up in 4 oz. bottles, 1/2 lb., 1 lb., 3 and 5 lb. cans. Ask for Buchanan's Cresylic Ointment. Take no other. Sold by all druggists and grocers.

CARBOLIC SOAP CO.,

Manufacturers and
Proprietors

Geo. E. Thompson, Treas.
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THE
HORN
OUT CLEAN.

BARNES CALF DEHORNER
Only weighs 8 oz.
Simplicity itself.
Digs horns out in an
instant, much quicker
and deeper than
the saw. Every user
pronounces it a complete
success. Dehorners
anything from 2 to
10 months of age.
Should dehorn at the
same time you
brand. Price, post-
paid, \$3.25. Money
refunded if not as represented.
Hundreds sold on these terms and not one
yet returned. Dehorned stockers and feeders worth from 10c to 20c per
cwt. more. Address
THE KANSAS CITY LIVE STOCK COM. CO., Agt., Stk. Yds., Kansas City.

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A permanent, quick and lasting cure guaranteed. No cutting, no pain and no detention from business. Consultation and examination free. Call or send for free book, which tells all about rupture or hernia, with testimonials.

Dr. Ernest Henderson, 103 W. 9th St., Kansas City, Mo. N. B.—I am also an expert truss fitter.

PILES

NO PAY TILL CURED

100-page pamphlet on Rectal Diseases and testimonials sent free. Thousands cured since locating in Dallas, 21 years ago. No knife or carbolic acid injections used in curing Piles.

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TUESDAYS AND SATURDAYS

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ONE FARE AND \$2

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FEB. 28, MARCH 1 AND 2
Inauguration Ceremonies, One Fare Plus \$2.

Through Sleepers and Chair Cars
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Fort Worth

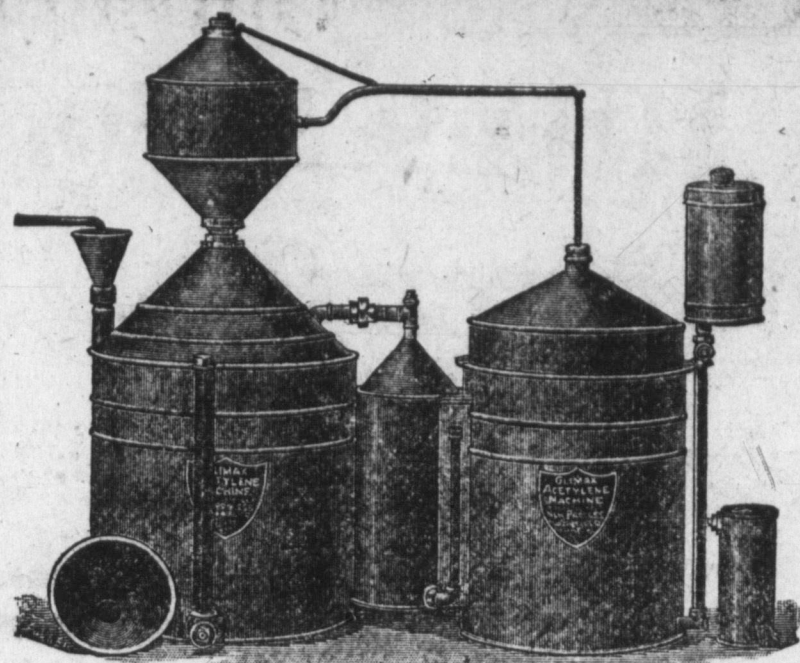
It was best for the association to meet in Dallas.

"We need to broaden our influence," said Mr. Crowley. "We have met in Fort Worth so many years that we are likely to become narrow. We can gain new members by meeting in Dallas and can heal wounds that we have made in the fights gone by when we stood by Fort Worth. Personally, I favor Fort Worth, as it is truly the home of the cattlemen, but we should go to Dallas for the benefit

of the association."

In regard to the report that Fort Worth once losing the convention would lose it for several consecutive years, Mr. Crowley said, "If we meet in Dallas in 1906 we will meet again in Fort Worth in 1907. Then perhaps we will go to San Antonio, always returning to your city every other year at least."

Thursday the convention will officially vote on the meeting place for 1906.



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Harvey serves the meals.

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Keep posted. Subscribe for The Weekly Telegram, of Fort Worth. Subscription price regularly only 50 cents per year. Until April 1, only 35 cents in advance. Eight to Twelve pages each week. Address—Weekly Telegram Fort Worth, Texas.

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For your farm, ranch, home or other property, no matter what it is worth, or where located. If you desire a quick sale, send us description and price at once. We quickly furnish cash buyers.

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ST. LOUIS YARDS ARE WELL REPRESENTED

L. W. Krake, Assistant General Manager Advocating Claims of Illinois Markets

The advantages of the National Stock Yards at East St. Louis, Ill., a market for Texas cattle, are being ably advocated at the Convention of the Texas Cattle Raisers' association by L. W. Krake, assistant manager of the stock yards, who is in Fort Worth this week. Mr. Krake has prepared a statement showing the amount of cattle handled at the various northern markets during the past year. The figures show that during 1904 East St. Louis received 18,511 cars of quarantine cattle against 8,128 cars for Kansas City and 2,016 cars for Chicago.

What Have You to Sell or Trade ???

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The Stockman-Journal is the oldest and most widely read live stock paper in the Southwest, and its circulation represents thousands of readers throughout the entire country.

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REGISTERED HEREFORD CATTLE—All classes for sale. Car lots a specialty. Twenty choice bulls, coming twos. Ranch near Fort Worth. J. L. Chadwick & Son, Cresson, Texas.

A. B. JONES, Big Springs, Texas, choice registered Herefords, cheap. Pure barred Plymouth Rock eggs, \$1.50 for 15.

V. WIESS Breeder of pure-bred Hereford cattle. (Ranch in Goliad county, Texas). Both sexes for sale. Address Drawer 817, Beaumont, Texas.

REGISTERED HEREFORD BULLS. One, two and three-year-olds, immuned, natives, good. GEO. W. P. COATES, Abilene, Texas.

PURE BRED Hereford cattle, Shropshire sheep. Nice lot of bulls and heifers for sale. Yearling Shropshire bucks and ewes and this spring's lambs for sale. Prices right. Come and see, or write your wants. B. C. Rhome, Fort Worth, Tex.

JOHN R. LEWIS, Sweetwater, Texas. Hereford cattle for sale. Choice young registered bulls and high grades of both sexes on hand at all times. Ranch south of quarantine line and stock can go safely to any part of the state.

FOR SALE

FOR EXCHANGE or sale very cheap, on account of having used them long enough, several finely bred Hereford bulls. Young bulls for sale at all times. All range bred and located in Shackelford county, below the line. Address, Geo. Wolf Holstein, Hamby, Taylor county, Texas.

SHORTHORNS

CRESCENT HERD of registered Shorthorn cattle, also high grades young stock of both sexes for sale. Chas. Maloney, Haslet, Texas.

THE J. W. BURGESS COMPANY Breeders of thoroughbred Shorthorn and double standard Polled Durham cattle. Young stock of both classes for sale. W. W. and J. I. BURGESS, managers, Fort Worth, Texas.

Shorthorn Bulls

Sixty coming 2 and 3-year-olds, full bloods, but not entitled to registration. Four registered yearling bulls, coming 2s. For prices, address W. P. Stewart, Jacksboro, Texas.

WM. & W. W. HUDSON, Gainesville, Texas. Exclusive breeders of registered Shorthorn cattle.

V. O. HILDRETH Breeder of registered Shorthorn cattle. A number of good young bulls for sale. P. O., Aledo, Tex.

ROYALLY BRED POLAND-CHINAS—All ages. Descendants of my \$1,575 sow Anderson's Model. Null's Top Chief Radium and Missouri's Dude head my herd; nothing better in the herd books. Twenty-five years a breeder. I can please you; write. George W. Null, Odessa, Mo.

IRON ORE HERD—Registered Red Polled cattle, both sexes for sale. Breeder, W. C. Aldredge, route No. 4, Pittsburg, Tex.

WANTED—500 to 3,000 head cattle to graze, season 1905. J. C. O'Neal, Crowder, I. T.

RED POLLED

RED POLLED cattle of both sexes for sale. W. M. Gildwell, Finis, Texas.

RED POLLED CATTLE—Berkshire Hogs and Angora Goats. Breeder W. R. Clifton, Waco, Texas.

RED POLLS—Four cars, two of each sex, for fall delivery. Address, J. C. Murray, Maquoketa, Iowa.

GOATS

GOATS BOUGHT AND SOLD by H. T. Fuchs, Marble Falls, Texas.

Calves For Sale

From 1000 to 1500 high grade Hereford and Shorthorn calves. Red and located above quarantine line. For prices address

BERT SIMPSON,
MONAHANS, TEX.

MISCELLANEOUS

WANTED—One thousand cattle to graze for twelve months. D. W. Harris, Central, Texas.

PASTURE—In Donley and Gray counties, Texas, for 1,500 cattle. Frost Spring Creek water. Shipping pens in one mile of the pasture. 150 4-year-old steers for sale. Clarendon Live Stock Company, Clarendon, Texas.

NOTICE—We have for sale at a bargain, seventy full blood Hereford heifer yearlings; also 300 of the same breed of heifer and bull calves; will sell in lots to suit purchasers. Address, Elkins & Henly, Snyder, Texas.

POLLED DURHAM and Polled Angus, young stock of both sexes, for sale. Dick Sellman, Rochelle, McCulloch county, Texas.

THREE pounds firm butter from one, no drugs used, 52 others, a fortune to you. 40c. W. W. Spradling, Stephenville, Tex.

WANTED—5,000 cattle to pasture in Indian Territory. Prices reasonable. Will take large or small herds. T. J. Jordan, Collinsville, I. T.

JULE GUNTER, Gainesville, Texas, I have 300 strictly pure bred registered bulls for sale. Write me your wants.

FOR LEASE

Typesetting machine. We have in our possession a Simplex typesetting machine formerly used on the West Texas Stockman at Colorado, Texas, for which we have no use. This machine is complete with all necessary type, leads, etc., and is in the very best condition. It is the very thing for an up-to-date country office. It can be obtained on very favorable terms. Stockman Publishing Company, Fort Worth, Texas.

DURHAM PARK STOCK FARM—Shorthorns, English Berkshires, Angora Goats, White Wyandottes, high-class, pure-bred stock in each department. DAVID HARRELL, Liberty Hill, Texas.

FOR SALE—Cattle and ranches in southwest New Mexico. J. C. Cureton, Silver City, N. M.

CAMP CLARK RED POLLED Cattle. J. H. JENNINGS, Prop., Martindale, Texas.

POULTRY

FANCY single comb Brown Leghorn eggs \$1.25 per fifteen. Mrs. J. O. A. Mann, Kernedale, Texas.

BARRED ROCK eggs, "Prize Winners," J. W. Harpold, Electra, Texas.

EXCELSIOR HERD,

Red Polled cattle of both sexes for sale. M. J. EWALT, Hale Center, Hale county, Texas.

FOR SALE

Eleven section ranch, with cattle, near San Angelo, Texas. Plenty of grass, protection and water. Address BOEHRENS & LINDERMAN, Christoval, Texas.

ANGORA CATS—Thoroughbred English Bull Terriers, White Silk French poodles. Woodlawn Kennels, Louisville, Kentucky.

ROPE STEER FROM AUTO

W. Dillingham Succeeds in Performing Remarkable Feat at Haines' Park

In the roping contest held at Haines' ball park yesterday afternoon, there were a large number of interest events. A variation from the usual method that has been followed in the roping of steers was the successful attempt made by W. Dillingham of roping a steer from an Oldsmobile, driven by C. J. Corkhill. Great interest was manifested in this particular event. The steer was turned loose from the chute on a full run, and Mr. Dillingham started after it from a standstill, made his cast and the rope settled on the animal's horns in the record breaking time of fifteen seconds from the time the steer left the chute till he was lying on his side, a performance that was not equaled at any other time during the contest. The animal in question was one of the most vicious types of steers. To complete the performance it was then ridden by Miss Annie Shaffer, the champion woman broncho rider, who has successfully ridden ninety-six wild steers during the past season without a single mishap. A wager was won on the roping of a steer from an Oldsmobile.

Texas cattlemen are in better spirits than usual this spring; and when Texas cattlemen are in good spirits there is always something doing. Knives and whittling timber are already being called into requisition as preliminaries to the usual spring trading.

J. E. GREER
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COMMISSION MERCHANTS

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SOUTH OMAHA, NEB. FORT WORTH, TEXAS. SOUTH ST. LOUIS, MO.

Stock Yards Station Fort Worth, Texas, March, 28 1905

TO OUR FRIENDS AND CUSTOMERS:

Monday's supply of cattle was rather moderate, consisting principally of steers. The market was very active from the start, and sales were effected at prices fully steady with the close of last week on both cows and steers. There were very few calves included in the supply, and there was a very good demand for what were on sale. The receipts Tuesday were liberal, comprising about the usual proportion of the different kinds of cattle. The demand for steers was not as urgent as on Monday on anything, except the best grades. The demand for the medium grades of cattle—that is, those ranging around \$3.50 per cwt.—was pretty well supplied on Monday, which caused an easier feeling on this class on Tuesday, yet the light steers—those ranging in price from \$3.25 to \$3.40—sold readily. There were very few real good cows on sale, and the fair to medium grades sold very well as compared with the close of last week. As has been the case recently, canners are not wanted by the packers, the outlet for them being through feeder buyers, and those wanting them to put on the grass.

STEERS—Our buyers have been wanting more steers than have been available, and prices on all classes have been very satisfactory. As we said above, a little easier feeling developed on Tuesday, but still most of the cattle are selling about in line with the prices being paid at the Northern markets. We had several loads of fat steers on Monday at \$4.15 per cwt., weighing around 1100 pounds, and one load of extra good steers at \$4.50, weighing 1271 pounds, but the bulk of steers that are coming is medium to good kinds at prices ranging from \$3.70 to \$4.00 per cwt. A long string of grass steers, weighing a little under 900 lbs., sold this week at \$3.50 per cwt., a price that looked very strong.

COWS—There has been some improvement in the demand for the grades of cows just above the canner class, such as are selling from \$2.00 to \$2.25, but better grades are no higher than at the close of last week.

CALVES—There has been a better tone to the calf market than prevailed a week ago, but prices are only about steady with the close of last week.

BULLS—Very few bulls here are selling at over \$2.75 per cwt. for extra good ones, with the bulk at \$2.50 to \$2.65 for good fat kinds, and fair to medium bulls ranging from \$2.00 to \$2.40 per cwt.

HOGS—The hog market opened this morning from steady to 5 cents per cwt. lower, the top being \$5.35 per cwt. Mixed packers and medium weights sold from \$4.85 to \$5.30; light weights, \$4.15 to \$4.85; pigs, \$3.50 to \$4.15. We have had a very liberal run this month, and they have been gradually advancing in price.

SHEEP—Sheep receipts are very light, and prices continue to be good. Good wethers will sell from \$4.75 to \$6.00 per cwt.; ewes, \$4.00 to \$5.50; lambs, \$4.50 to \$7.00 per cwt. There is some demand for stocker sheep. Good stockers will sell from \$2.50 to \$3.25 per cwt.

Trusting to hear from you at any time we can be of service to you, we remain,

Very truly yours,

GREER, MILLS & CO.

WEEKLY LIVE STOCK MARKET REVIEW

BY H. H. MACK

Special Correspondent of The Telegram.

CHICAGO, March 3.—The outlook for cattle, the country over, does not differ much from the beginning of last week. The demand for well-bred, heavyweight feeders is still the leading feature of the trade, and is the strong argument in the trade in butchers' cattle, which are ranging from 40 to 50 cents per cwt. higher than at the beginning of the year. Prime steers have not shared the improvement in price and are now no higher than they were at this time last month. There is every reason to believe that tidy butchers' cattle will go still higher, as the result of a scarcity of this kind and an increasing demand, both from killer and feeders.

CATTLE HIGHER THAN IN MARCH 1904

The Chicago cattle trade weakened materially toward the close of last week, as the result of a falling off in shipping demand, but a light run on Monday put values back to former levels. A comparison of current cattle markets with those that prevailed on this date last year will show a wide difference, especially in values for butchers' cattle. During the latter part of March and the first half of April, last year, half-fat steers were selling for \$4.10 per cwt, which now readily bring \$4.75@4.85. Feeders were not buying so freely at this time last year as they are now. The gain in prices paid for good steers, from April 1 to June 20, last year, was \$1.50 per cwt in some cases; experienced cattlemen are not looking for so much gain this year during the spring months. There are many who believe that cattle will be higher in April than in May this year. Last year cattle dealers were contracting cattle freely for May and June delivery; this year feeders find it impossible to contract stock ahead at an advance over present prices.

UNSHORN SHEEP SELL BEST

The leading feature, in connection with the present demand for sheep and lambs, is the strong position occupied by wool. Reports show that wool is selling in the west at prices averaging 6 cents per pound higher than at this time last year; in the east, wool prices are 8 cents per pound higher than last year on this date. Packers are trying very hard to keep feeders from shearing their fat stock, and not without success. A few bunches of shorn sheep and lambs have found their way into the markets of the country, but the prices which they brought were far from satisfactory to sellers; the difference between the price which is being paid for shorn and wool sheep is \$1 per cwt. Sheep and lambs

are still \$1 to \$1.50 per cwt. higher than at this date last year.

ACTIVE DEMAND FOR FEEDERS

Michigan and Ohio feeders are buying lambs with the wool on in the Chicago market, with the intention of feeding them only a short time before shearing and selling. The active demand from feeders is the only thing that has saved the recent market from breaking; in fact, half-fat lambs are selling just about as high as finished stock, because of the feeder demand. The foreign demand for mutton and lamb does not warrant paying present prices. It would look like good business to sell all finished stock immediately.

HOG SUPPLY NOT EQUAL TO DEMAND

Recent receipts of live hogs have not nearly equalled the demand and values have been gradually working higher. The supply of fat hogs in the country west of Chicago is believed to be nearly exhausted, making the shipping demand remarkably strong. The fact that the season of bad roads and husy spring work for farmers is close at hand, makes it reasonably certain that current receipts will continue inadequate to meet the demand. The big packers have large supplies of pork products on hand, and it begins to look as though they were ready to see the speculative provision market go up. The speculative provision market for the next thirty days depends entirely on the price of live hogs; there is reason to believe that packers will be willing to see prices for live hogs go higher during the light receipts of early spring, in order to move provisions. Live hogs are now selling just about level with this date last year. Somewhat higher prices may be looked for between now and May 1.

WEEK'S MARKET REVIEW

The Fat Stock Show made but little impression on the market save to furnish some extra finished stuff for Saturday's buying. The week's cattle receipts are some greater than those of the preceding week on cattle, the gain being on the large run of show stuff. Hogs were in smaller numbers and so were sheep.

The general tone of the market has been better for the week, both on cattle and hogs, and shippers are wearing wide smiles at the end of the week.

Taking up the cattle market—steers are 10c to 15c higher, fat stuff and feeders. Cows of all grades showing flesh enough to kill are selling strong to 10c higher. Canners are selling steady with a weak demand. No sort of undesirable cattle is wanted by the trade. Yearlings show a higher tendency. Good veal calves are steady. A better demand exists for heavy calves on the part of speculators and shippers.

Hogs of good finish, and showing weight are 15c to 20c higher for the week. A comparison of prices paid in the middle of the week would probably show

that the packing droves cost 25c more than they did last week. On common, razor-back hogs prices have been at a stand still. They did not participate in the raise. Sheep show a slight decline for the week, unless the price of show sheep is considered. There is a loud call for choice, heavy, fat wethers.

REPRESENTATIVE SALES

STEERS			HEIFERS			BULLS			CALVES		
No.	Ave.	Price.	No.	Ave.	Price.	No.	Ave.	Price.	No.	Ave.	Price.
33.....	968	\$3.80	36.....	972	\$3.80	9.....	844	\$2.10	1.....	1,044	\$3.25
1.....	820	4.25	1.....	1,490	6.00	1.....	736	2.95	1.....	1,130	3.50
1.....	980	5.00	1.....	1,100	5.00	2.....	1,470	2.25	1.....	970	3.75
15.....	582	3.25	1.....	1,260	5.50	1.....	830	1.50	1.....	1,160	4.00
1.....	1,170	5.50	1.....	1,790	5.00	10.....	960	2.50	1.....	770	2.50
1.....	1,010	6.00	1.....	1,620	6.75	5.....	750	2.75	9.....	735	2.40
10.....	1,308	4.50	15.....	937	4.25	1.....	1,084	3.50	14.....	998	2.25
1.....	780	3.00	1.....	560	4.00	1.....	1,260	\$3.25	1.....	1,150	\$3.00
22.....	600	4.25	15.....	1,117	5.25	1.....	750	3.00	1.....	680	2.00
19.....	1,404	4.75	15.....	1,115	5.50	15.....	950	2.75	3.....	770	2.75
2.....	1,420	5.00	15.....	1,152	7.00	1.....	922	3.25	1.....	1,260	3.25
17.....	1,372	4.75	17.....	843	6.10	2.....	950	3.00	1.....	640	1.00
15.....	871	5.00	1.....	630	4.00	1.....	580	2.00	14.....	809	2.50
1.....	1,420	5.50	14.....	1,299	5.50	1.....	1,200	4.00	15.....	1,035	3.75
3.....	1,290	4.75	1.....	1,380	5.00	1.....	902	2.85	2.....	771	2.50
2.....	1,150	\$3.50	1.....	960	\$3.65	1.....	730	2.15	1.....	540	1.50
18.....	1,101	4.15	25.....	1,271	4.50	5.....	1,102	\$3.25	2.....	725	\$2.15
17.....	1,091	4.15	47.....	1,133	4.15	1.....	1,040	2.15	4.....	872	2.85
45.....	1,109	4.15	28.....	1,131	4.75	3.....	653	2.00	3.....	703	3.00
1.....	980	3.40	29.....	827	3.40	2.....	708	.75	11.....	792	2.80
27.....	910	3.40	11.....	732	3.75	6.....	806	2.75	6.....	1,002	2.85
15.....	1,135	4.00	1.....	940	3.00	2.....	1,120	\$3.00	14.....	822	\$2.40
2.....	835	3.00	10.....	874	3.00	1.....	850	2.60	1.....	810	2.00
1.....	580	3.00	8.....	748	3.00	17.....	1,117	3.40			
6.....	831	3.40	19.....	936	3.70						
25.....	895	3.35	6.....	674	3.00						
2.....	1,120	\$4.25	21.....	1,040	\$3.55						
25.....	894	3.40	25.....	902	3.40						
51.....	911	3.20	22.....	769	3.00						
1.....	1,280	5.00	1.....	1,140	6.00						
8.....	626	3.10	15.....	1,230	3.10						
1.....	1,200	\$5.75	1.....	2,410	\$6.75						
1.....	1,710	7.75	27.....	1,035	3.85						
10.....	743	2.75									
45.....	1,098	\$3.95	44.....	1,064	\$4.00						
50.....	957	3.70	29.....	938	3.70						
16.....	815	3.25	3.....	860	3.25						
1.....	770	3.25	8.....	783	3.15						
36.....	1,013	3.85	30.....	1,005	3.85						
28.....	1,001	3.85	23.....	872	3.20						
24.....	945	3.70									
No. Ave. Price.			No. Ave. Price.			No. Ave. Price.			No. Ave. Price.		
16.....	870	\$3.40	3.....	801	\$3.00	1.....	140	\$3.00	4.....	100	\$3.00
5.....	1,060	3.25	53.....	883	3.55	4.....	172	3.25	2.....	140	3.00
1.....	950	3.55	16.....	823	3.35	11.....	378	3.50	8.....	155	3.25
1.....	1,660	5.00	25.....	906	3.50	2.....	135	\$4.00	1.....	440	2.50
27.....	861	3.25	5.....	542	2.75	75.....	295	3.25	2.....	280	\$3.00
						2.....	200	3.50	2.....	110	3.00
						1.....	120	4.00	4.....	190	2.10
						1.....	250	4.50	5.....	170	4.00
						4.....	172	3.25	1.....	310	3.25
						1.....	378	3.50	8.....	542	3.50
						2.....	135	\$4.00	1.....	210	3.50
						75.....	295	3.25	2.....	295	\$2.50
						2.....	200	3.50	42.....	362	2.60
						1.....	390	3.50	2.....	435	2.50
						1.....	200	\$3.00	1.....	200	4.25
						8.....	1,600	3.50	1.....	200	\$1.00
						4.....	102	2.50	4.....	760	3.50
						3.....	470	2.50	4.....	490	3.00
						1.....	110	4.00	4.....	130	2.00
						7.....	134	\$3.25	4.....	125	\$3.25
						1.....	170	3.00	1.....	100	4.25
						4.....	102	2.50	1.....	60	2.50
						1.....	170	3.00	2.....	210	3.25
						1.....	70	2.50	59.....	303	3.90
						3.....	136	\$3.25	3.....	142	\$4.50
						5.....	120	3.50	3.....	170	3.25
						4.....	136	4.50	6.....	211	2.85
						2.....	110	3.75	5.....	126	3.50

HOGS			
No.	Ave. Price.	No.	Ave. Price.
63.....	207	1.....	270
55.....	226	5.....	180
2.....	270	84.....	203
117.....	204	1.....	440
10.....	113	67.....	215
19.....	147	2.....	125
6.....	98	15.....	190
63.....	207	55.....	226
5.....	180	2.....	270
84.....	203	81.....	203
3.....	135	77.....	244
1b.....	440	67.....	211
117.....	204	19.....	547
19.....	147	2.....	175
38.....	193	5.00	42.....
91.....	209	86.....	212
79.....	207	77.....	195
1b.....	460	1b.....	230
70.....	249	1.....	140
2.....	140	70.....	249
75.....	215	2.....	205
73.....	152	4.85	81.....
74.....	220	5.12 1/2	78.....
80.....	221	5.35	1.....
80.....	218	5.25	84.....
76.....	225	5.27	73.....
78.....	223	5.30	2.....
78.....	227	5.30	87.....
12.....	111	4.00	66.....
30.....	109	4.00	83.....
61.....	170	4.90	18.....
85.....	167	4.65	43.....
2.....	151	4.00	19.....
47.....	201	5.10	8.....
26.....	176	4.80	2.....
10.....	128	4.00	74.....
73.....	169	4.85	57.....
53.....	228	5.25	10.....
62.....	220	5.25	2.....
7.....	147	4.40	103.....
9.....	203	5.17 1/2	2.....
5.....	192	5.15	81.....
86.....	208	5.15	80.....
1.....	240	4.00	1.....
1.....	165	5.17 1/2	3.....
1.....	240	5.12 1/2	56.....
45.....	210	5.12 1/2	1.....
75.....	204	5.12 1/2	93.....
83.....	216	5.07 1/2	2.....
85.....	205	5.17 1/2	1.....
78.....	211	5.22 1/2	1.....
75.....	227	5.15	
99.....	220	5.22 1/2	3.....
32.....	220	5.22 1/2	58.....
56.....	236	5.22 1/2	28.....
3.....	323	5.27 1/2	1.....
2.....	310	5.27 1/2	36.....
73.....	188	5.22 1/2	10.....
71.....	187	5.12 1/2	81.....
83.....	197	5.12 1/2	84.....
50s.....	205	5.40	50s.....
50s.....	394	5.50	1.....
37.....	240	5.35	98.....
80.....	200	5.20	51.....
50.....	242	5.47 1/2	72.....
50.....	236	5.42 1/2	50.....
3.....	213	5.42	47.....
20.....	218	5.30	50.....
55.....	240	5.35	64.....
90.....	172	5.25	57.....
50.....	188	5.35	68.....
50.....	215	5.45	35.....
51.....	320	5.55	85.....
76.....	206	5.30	20.....
1.....	420	5.55	20.....

PIGS			
No.	Ave. Price.	No.	Ave. Price.
12.....	113	4.00	10.....
6.....	98	4.25	10.....
3.....	115	4.25	
8.....	100	3.75	45.....
14.....	111	3.00	10.....

REPORT OF LEGAL DEPARTMENT CATTLE RAISERS' ASSO.
(Continued from Tuesday's Telegram.)

Believing that it was necessary to secure recognition of the political parties of the importance of amending the interstate commerce act, by direction of your president, we, in connection with your secretary, attended the national democratic convention at St. Louis, and laid before the committee, through the aid of your honorable senators, and some of your congressmen and other delegates, the reasons in support of the plank demanding such amendment, and are pleased to report that same was adopted by the national democratic convention. The Cattle Growers' Interstate Executive Committee and the representatives of the interstate commerce law convention placed the same matter before the national republican convention, and while it did not adopt it into the platform, their committee on resolutions claimed that they were in favor of it, and that their indorsement of President Roosevelt was equivalent to an indorsement of that policy, and it seems that they have been borne out in this by subsequent events.

We attended the interstate commerce law convention in connection with J. H. P. Davis, Murdo McKenzie and your president, the Hon. W. W. Turney, and your secretary, John T. Lytle, and your association became and is an important factor in that body. We have attended various meetings of the Cattle Growers' Interstate Executive Committee in your behalf, but it is unnecessary to present here the detail of it.

We were appointed to attend the meeting that was called of the live stock interests at Denver in January of this year, the annual convention of the National Live Stock Association, and were appointed to represent you in connection with the list of delegates which you sent to that convention. The matters and occurrences which took place there are familiar to you all and space forbids the recounting of what happened, further than to say that as a result of the meeting there was formed a temporary organization of the American Stock Growers' Association, upon the basis of having a stock growers' association of live stock men engaged in the producing, maturing

and fattening of live stock, to be composed of the persons, firms and corporations from all of the western country engaged in that business, with a view that it shall secure its membership from every one of these states in as large number as possible, and stand as the representative of the live stock interests, for the purpose of representing them in every matter of general importance, including the securing of amendments to the interstate commerce act, and regulations of railroad rates and service and of such other matters as may seem feasible. This organization, it was believed, could be made of vast importance to take up and do the very things which your association desires, and which are for the mutual general benefit of the live stock men throughout the entire country.

Immediately upon the adjournment of that meeting at Denver it became necessary to go before the congressional committees to undertake to place before them the reasons for amending the interstate commerce act, and to secure the framing of such a law as would secure adequate relief against the railroad rates, where they are found to be unreasonable, and the result was that we put in considerable time, and did considerable work in that line, and the report of what was done is shown in the printed committee reports of the senate on interstate commerce, and of the house of committee on interstate and foreign commerce. You are too familiar with the results for us to take time and space here to recount what has been done, further than to say that the Townsend-Esh bill passed the house with some changes, to which we have objections, and which we believe, by active and continued efforts, may be corrected in the senate, and passed at next session of congress.

During the year, in connection with the various meetings which have been held, it has fallen to our lot, and has seemed necessary to prepare a number of addresses, papers, arguments and newspaper articles, and the like, in order to further the objects which you seek, which have been given to the public through the various usual channels.

There has been nothing left undone, so far as we know, which your committee and officers might have done in its effort to secure an amendment to the interstate commerce act, within the limit of the means at their command. Much more effective work could have been done had you the means to do it.

We may say that the work in this line and in connection with these matters before the interstate commerce commission has occupied practically the entire time of one of us for the past year. The situation now is that the matter of amending the interstate commerce act is pending before the senate committee on interstate commerce, and they begin their hearings in vacation, in April, and they will be continued during the summer, up to the first of July, probably, and the object of that is that the committee may be fully informed, and that it may prepare and present to congress at next session such a measure as shall meet the ends desired, of giving to the commission the power to fix rates for the future and otherwise regulate railroads, and containing such provisions and limitations as seem to the best interests of the country.

The fact of the strong opposition on the part of nearly all the railroads is well known, and it is only by great effort on the part of the shipping interests of the country that they may expect to succeed. The very strongest pressure is now being brought to bear on the senate to defeat it and those efforts will increase.

If conditions heretofore have seemed to call on you to do what you have, they now call upon you to do infinitely more; you have just begun. But as to this, it is a matter for your judgment and for you to decide. As for ourselves, we simply call your attention to these conditions, with the suggestion that to obtain the benefit of what you have done, greater exertions are necessary.

Very respectfully submitted,
COWAN & BURNETT,
Attorneys.

FARMERS LOSE MONEY

Most of the successes in agriculture are only partial. Farmers as a rule do not realize maximum returns for their work and time. They lose money through lack of technical information. Technical knowledge, coupled with industry and prudence, compels success. The Breeder's Gazette is a 48 to 60-page illustrated live stock and farm journal which brings every week to the farmer's home the latest and

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most usable information along these basic lines. It tells him how, why and when. It teaches economy through improved methods and better live stock. It helps the farmer to solve all the problems which beset him in his work. Its regular perusal will enable him to convert losses into profits. With its profusion of beautiful pictures of live stock and farm scenes, and its columns of practical information, it stimulates larger interest in and love for the country, indicating its pecuniary possibilities and emphasizing the wholesomeness and independence of rural life. For \$2 we will send you both The Stockman-Journal and The Breeder's Gazette for one year. The Gazette invariably stops when the time is up, so that at the end of the year, unless you renew your subscription, it will be discontinued to your address.

market and the shipping will open up this year much earlier than usual. There are thousands and thousands of fat muttons through the country and they will be worth many more thousands of dollars to their owners when put on the markets. Spring shearing will soon open up.

Goat shearing is all over now. There are not a great many goats in the immediate vicinity of San Angelo, but in the lower country south and southwest of here are a great many. It is reported that some of the goat men lost some goats through having to shear so early while the weather was still bad.

W. D. Ake of Schleicher county has purchased of Jack Stewart of Menardville a small bunch of high grade cattle for breeding up herds with. The cattle through Schleicher county are all being improved and graded up.

W. G. Bartlett, one of the pioneer settlers of Tom Greene county, has sold his ranch located near Stiles, in what was formerly West Tom Green county, but is now Reagan county, to the Sawyer Cattle Company. Mr. Bartlett expects to remove to South America.

John Gardner, who ranches near Stiles, has recently refused an offer of \$17 per head for his "black muly" 2-year-olds. He only lost one cow during the bad weather and he said that was a bald-faced one. The polled Angus and Aberdeen Angus are favorite breeds of cattle with many stockmen throughout this section and they maintain that they are more profitable to raise than any other breed.

CONCHO COUNTY PROSPECTS GOOD

SAN ANGELO, Texas, March 22.—Warm, spring-like weather prevails over this section at present and the green, tender grass and weeds are just shooting up. Everybody has plenty of good pasturage now and the stockmen are all inclined to feel very cheerful over the outlook generally. The splendid season in the ground and the fine pasturage will have the effect of greatly reducing the number of cattle shipped to territory pastures. Many cattlemen who intended to ship have given out the idea because they will be able to finish their stuff at home.

No shipments have gone out during the past week with the exception of the fat stuff for the Fort Worth Fat Stock Show. San Angelo people are looking for the San Angelo exhibitors to take down some of the prizes offered, as the Herefords sent from here were splendid specimens.

Weeds are coming up in great shape and the muttons are all getting fat at a lively rate. In fact, most of the muttons are now ready for shipping to

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CONVENTION WAS MARKED SUCCESS

Program Was Given as Scheduled and Much Important Work Accomplished

The twenty-ninth annual convention of the Cattle Raisers' association of Texas, the sessions of which closed in this city Thursday, was the best attended and most important gathering of the body that has ever been held. An exact estimate of the number of persons in attendance can not be made, but the estimate of the packing houses that 20,000 visitors passed through their plants on Thursday alone conveys an idea.

The association endorses the course followed in the past years by the re-election of the old officers, without opposition, and determined to continue their efforts for the reduction of freight rates and prevention or abolishment of packing combinations. President Roosevelt's railroad legislation stand was endorsed and seven other resolutions adopted endorsing or condemning pending and recent legislation.

The convention was given to Dallas for 1906 with an understanding that it shall return to Fort Worth the following year. Ten prepared addresses covering every phase of the cattle industry were delivered in addition to several made by request.

Contrary to expectation but little spring trading developed during the convention, deals pending, however, indicate that there will be a fair demand for 2-year-old steers. The full effect of the trading will not be apparent for several weeks until the prospective buyers have had an opportunity to visit the ranches and see how the stock has come through the winter. But a difference of a dollar or two is said to exist between buyers and sellers.

STOCKMAN FAVORS SCHOOL LAND SALE

Geo. B. Hendricks of San Angelo Discusses Matter Now Before Legislature

George B. Hendricks, a stockman in the San Angelo country, formerly of this city, attended the convention of cattlemen this week.

In discussing the agitation in Tom Green county over the school land question he said: Some 17,000 acres of these lands belonging to that county are non-assessable at present and the children of Tom Green county realize only 11 cents per acre per annum for part of them, while the rest of the lands are leased for even less.

Mr. Hendricks says that there is a desire in his county to sell these lands and if this is done the sum of about \$30,000 could be added to the school fund. He suggests that the school lands be divided into small tracts, say from 160 to 320 acres and then sold to persons who will agree to settle the lands. If this plan be adopted, Mr. Hendricks maintains that the land will be settled only by actual settlers.

J. S. Miles, one of the commissioners of Tom Green county, favors the plan. Quoting the latter Mr. Hendricks said: "These 160 to 320 acre tracts could be sold for one-fourth cash so that the land would not come back to the county, and the rest of the payments

could be carried for a period of five, ten, fifteen or possibly twenty years, at the rate of 5 or 6 per cent interest. The school fund of the county would, by this plan, receive about \$1,500 annually as interest, and at the end of the fifteen or twenty years the interest would equal the principal. Again, by the sale of these lands, the county would receive about \$500 per annum as taxes. As it now is, these lands are non-assessable, and the county, therefore, receives nothing.

"Mr. Miles maintains that the Texas legislature should enact a law enforcing the collection of taxes on land owned by one county and lying in another. This will have to be done, it is held, by constitutional amendment. Furthermore, if these lands were made taxable, it would tend to lower the rate of taxation in general, to which reduced rate the people at large are certainly entitled. If all the school lands in Tom Green county were sold they would yield the school children of that county over \$50,000."

ROPING CONTEST BILL IS PASSED

Southern Pacific Merger Bill Goes Through House By Vote of 69 to 43

Special to The Telegram.

AUSTIN, Texas, March 27.—The legislature passed finally today the bill prohibiting roping contests in Texas. The house passed finally by a vote of 69 to 43 the Southern Pacific merger bill, which authorizes the absorption by that road of the New York and Texas Mexican, Galveston, Houston and Henderson and San Antonio and Gulf Railways, and also provides the Southern Pacific shall extend from Stockdale to Cuero. The senate committee on internal improvements reported the bill favorably.

The house passed finally a bill to establish at Austin a woman's Confederate home for indigent wives and widows of Confederate veterans, also Love of Williamson's bill providing for city, town and village depositories, also a bill requiring county treasurers to furnish a detailed statement of funds in their charge on the demand of county commissioners.

The house joint resolution permitting counties to levy a tax not exceeding 15 cents on \$100 valuation to pay jurors, passed finally in the house. A joint resolution to pay members of the legislature \$1,000 for first year and \$5 per day for special sessions with mileage was passed to third reading in the house. An effort was made to inject an amendment in the resolution prohibiting members to accept free passes over railroads, but the amendment was declared not germane to the resolution. The senate passed finally a bill to prohibit by injunction the renting of a building for gambling purposes; also passed finally a bill allowing corporations to be chartered for more than one purpose.

FAT STOCK SHOW BEST EVER HELD

In Number of Exhibits, Prizes and Attendance All Previous Records Were Broken

The Fat Stock Show, which is conceded to have been the finest ever held in this state, came to a close Friday afternoon with the making of final awards. Percentages on carcasses of dressed steers to be announced from the packing houses today and the awards in the judging contests to be announced from the Agricultural and Mechanical college alone remain.

More cattle, finer cattle, large awards and fully doubled attendance sums up the result of the exhibition. Still further strides, it is announced, will be made during the coming year and the high standard now acquired by the annual show be exceeded in 1906.

Awards made Friday afternoon were:

PEDIGREED SHORTHORNS
Best four animals, either sex, get of one bull, seven entries: First, J. W. Carey, Durant, I. T.; second, J. F. Green & Co., Gregory; third, Dave Harrell, Liberty Hill; fourth, J. F. Hovenkamp, Fort Worth; fifth, Dave Harrell, Liberty Hill.

Best two animals, either sex, produce of one cow, eight entries: First, C. B. Merrifield, Oak Cliff; second, J. F. Green & Co., Gregory; third, J. F. Green & Co., Gregory; fourth, J. F. Hovenkamp, Fort Worth; fifth, W. A. Rhea, Rhea Mills.

BEEF STEER CLASSES
Car lots, steers 2 years old; judge, Lawrence Bery, Fort Worth: First, Texas experiment station Agricultural and Mechanical college; second, J. M. Pannell, Kemp; third, T. A. Merrifield, Duncanville.

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THE HIGH GRADE SCHOOLS—FOR HIGH GRADE STUDENTS

Steers, 1 year and under: First, William Bryant, Cedar Hill; second, Lee Brothers, San Angelo; third, M. R. Hoxie, Taylor.

Calves under 1 year: First William Bryant, Cedar Hill; second, W. A. Briggs, Waxahachie; third, E. J. Wall, Quanah.

Grand champion prize, best car steers any age: William Bryant, Cedar Hill. Special (offered by Polled Angus association), best car calves: W. A. Briggs, Waxahachie, \$100.

MUTTON SHEEP

Judged by J. F. Butz, Fort Worth. Shipped in car lots, mutton wethers 90 pounds and up: First, William Bryant, Cedar Hill.

In pens of five, mutton wethers, 1 year and over: First, Texas experiment station, College Station; second, William Bryant, Cedar Hill; third, William Bryant, Cedar Hill.

In pens of five, mutton wethers, less than 1 year: First, William Bryant, Cedar Hill; second, William Bryant, Cedar Hill.

OPINION DIVIDED AS TO PASTURAGE

Good Condition of Texas Range and Quarantine Rules May Reduce Shipments

Following the Cattle convention of Texas cattlemen here, the railroad live stock representatives say that they now expect quite a heavy movement of cattle, beginning about April 1, some to market and others to the pasture in the territory.

Some believe that the movement will not be nearly as large as it was last year, while others believe that just as many cattle will go into the pasture country as last season from Texas. The statement is made that the good condition of the ranges in this state will reduce the movement of pasture cattle to the territory. Another reason given is that the necessity of dipping in compliance with the quarantine regulations of the Federal government before cattle can go above the line will also reduce the number.

The quarantine law has been promulgated to prevent Texas fever above the line, and while these laws do not absolutely prohibit the movement of cattle to points north of this line, the restrictions are so great that not so many cattle will move as formerly.

It is estimated that the Santa Fe and Katy will handle the bulk of the cattle going to the pastures from Texas, while the Texas and Pacific will also do a good business from west Texas points. The Rock Island is credited with being another road that will move large numbers of cattle.

The Katy is making elaborate arrangements for the movement and W. V. Galbreath, general live stock agent, said today that his road will have as much to do this season as last year.

A. O. Jahern of Kansas City, one of the visiting stockmen, who is here in the interest of pasturage in Kansas, says he does not look for any great amount of stock from Texas to go onto pastures in either Kansas or the territory country this year.

FEW SALES OF CATTLE

Deals Made During Convention Are Not Given to Public

So far very few cattle sales have been made as a result of the late cattle convention held in this city.

It was reported this morning that Mr. Kyle of the Pecos country sold 400 yearlings to Felix Franklin of Amarillo, the price paid being \$12 per head.

Clark, Scharbauer & Connell sold to Hamilton & Connell 1,200 yearlings at \$14 per head. These cattle are in the Midland country.

Andy Long of Colorado City has sold to A. G. Boyce 1,000 two-year-old steers, the consideration being \$18 per head.

COWMAN PAYS OLD STAKE GIVEN HIM

Pollard, who now has extensive holdings in Oklahoma, is well-known to the cattlemen of the southwest as Uncle Pollard.

That a cowman never forgets a favor was peculiarly illustrated in this city during the holding of the Cattlemen's convention, when Tom Pollard of Greer county, Oklahoma, met C. C. Mills of Throckmorton county, Texas, for the first time in thirty years, and paid a debt incurred at their last meeting.

In telling of the incident Mr. Mills, who is a typical, tall, broad-shouldered plainsman, with an activity that seems to belie his gray hairs, said this morning:

"I was walking down Main street yesterday when a man accosted me and said 'Isn't your name Mills?'"

"I gave him my name and at the same time I looked at him closely. I thought there was something familiar about him, but I could not place him."

"He then asked me if I remembered giving a man \$30 in Fort Worth in 1875 to get a bunch of horses out of Maddox's livery stable."

"I replied that I did and detailed how, not having the money myself, I went to Brown's grocery store, where I ran an account, and secured the money."

"Well, I am the man," he said, and taking me to the First National bank he gave me the \$30 and offered me in addition any rate of interest I wanted. I declined any interest, however."

"That \$30, he explained, changed his luck and the payment of it left him without owing a cent to any man."

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