

STOCK YARDS DAILY JOURNAL

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BRIEF CITY NEWS.

George Root is back at his post in the postoffice after a trip to Chicago. The M. E. A. gave a very enjoyable social and dance in Commerce hall Wednesday evening. The Interstate stock management has petitioned the weather man to defer any equinoctial storms he may have on tap until after the 29th.

ABOUT HORSES.

For kidney trouble, or straining when passing urine, give two ounces night and morning, of tea made by steeping buchu leaves in soft water, says an exchange. It is no economy to feed poor, musty hay or grain to horses; and be sure, also, that horses do not eat dirty and moldy bedding.

FARMERS' UNION MEET.

Representatives of Over a Million Agriculturists at Fort Worth. Fort Worth, Texas, Sept. 2.—Delegates from all over the south and from many central and western states, representing over a million American farmers, are gathered in Fort Worth for the national convention of the largest and most powerful organization of agricultural interest in the world's history.

ALASKA WHEAT POOL?

Yields of Fields Already Harvested Only Twenty to Thirty-Five Bushels. The two plots of Alaskan and Egyptian seven-headed wonder wheat growing side by side on the state experiment farm here were harvested on Wednesday. As soon as threshing is completed the yield will be announced. A complete milling test will follow and a bulletin will be issued by the station giving the result, so that the farmers of the west will have absolute evidence of the fact already established here that the famed Alaska is nothing more than the Egyptian, a wheat without milling quality.

SERMON FOR LABORERS.

On Sunday morning the Rev. D. August Shetler, pastor of Faith Presbyterian church, will give a sermon upon "The Relation of the Church to the Laboring Classes." In connection with the home mission board the church maintains what is known as a department of church and labor, and it is in line with the work of this department that these sermons are prepared. A special effort is being made for the Sunday service and laboring men are specially invited to be present.

ESSEX Buggy TO HERD CATTLE.

Springfield, Ill., Sept. 3.—When neighbors noticed Edward Schneider of Washington, D. C., driving through a large field in a gaudy rambunctious hatched to a fine station and herding cattle they thought that the man was acting rather queer. Investigation proved their deductions to be true, and he was taken into custody. It is believed that Schneider is insane. In driving through the field Schneider looked the station in a terrible manner and the animal has since died. A brother of the afflicted man lives at Waukegan, Ill.

WHY NOT HAVE TRANSFERS?

"Pet's Station" Delusion in Street Car Passengers. Did you ever sit on the hurricane deck of a cayuse pony out in the short-grass country, not a cloud in sight, old Sol working overtime, alimentary canal and other internal fixings parched and coated with dust, and imagine you saw a tiny stream, cool water, trickling down from a spring in the side of a sand bank?

Ever ride helter-skelter for that spring and find that it was nothing but an "ignis-fatuus," a delusion and all-round con game? Well, they've built a rustic arch down on King Hill road, carved into enduring stone an invitation to everybody, also dogs and horses, to "Have One on Pet." They've planted at the back of the arch sundry green and blooming plants, furthermore they have tapped a spring on the hillside and arranged for a tiny stream to trickle down into a stone basin. It is an alluring thing to look at; it is a credit to the genius that conceived and executed the idea; it's handy for the fellow who is broke and going aloft; it's a delight to people in carriages—but with weather hot and dust whirling in thick clouds, to the street car passenger it is worse than the mirage of the plains to the sunbaked cowboy. What's the matter with a transfer system at the "Have One on Pet" station?

INTEREST IN SHEEP AND HORSE.

Large Territory Specially Adapted to Raising these Animals. It is history that, taking St. Joseph as a center and striking a circle of one hundred miles radius from this center, you will find within that radius more premium ribbons drawn by pure bred cattle and hogs than in any other possible circle of like dimension within the borders of the American continent. While this is true of cattle and hogs, the same cannot be said of sheep and horses. And yet, it is doubtful if any other scope of country of similar size can be found in the United States that is better adapted to the raising of sheep and horses than is found within the circle described.

WORK WELL ADVANCED.

Work of preparing for the third annual exhibition of the Interstate Live Stock and Horse show is now reaching its finishing touches and there is no longer any speculation as to number and quality of stock to be seen in the judging ring in this city the week of September 21-28. Entries are the largest they have ever been and the show stock is coming from the most noted herds in this country. All of the recognized beef breeds of cattle, the Short-horns, Herefords, black Poll Angus, Galloways, and red Polts will be well represented. In the hog department every breed and class is filling up rapidly. The same is true of sheep for which the Interstate has made larger provision in classes than any other one of the big live stock shows. In horses, too, the breeds and classes are filling well. All in all, the Interstate Live Stock and Horse show is offering a program for its third exhibition that will not be surpassed during the fall of 1908.

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Admission tickets and numbered reserved seats will be on sale show day at the SCHOPFLIN PHARMACY, corner Fifth and Edmond streets, at exactly the same price charged in the regular ticket wagon on the show grounds.

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FEDERAL APPROPRIATIONS FOR ROAD IMPROVEMENT

Address By Hon. N. J. Bachelder, Master of the National Grange, at Good Roads Convention Buffalo, N. Y., July 7th and 8th, 1908.

As Master of the National Grange, I am pleased to have this opportunity for presenting some considerations of this important question from the farmer's standpoint. The farmers have a common interest with all other advocates of road improvement, and although there may be differences of opinion as to methods, we are all working for the same ultimate purpose—the establishment of a complete system of properly constructed roads in all sections of the country. How such road systems can be secured is a problem that more directly concerns the farmers than any other class, and it may be safely said that the question of better roads is essentially a farmer's question.

It is true that all industrial interests are affected by the nature and condition of the roads over which the products of our farms are transported to market, but it is the farmers who suffer most from the inferior roads which constitute so large a percentage of the road system of the United States. And I am confident that it is to the farmers that we look as the active force and influence that will secure the enactment of the legislation needed to bring about that improvement in road conditions that we all desire.

And here I wish to refer briefly to the seeming conflict of interests between the farmers and the owners of motor vehicles, which has in some districts given rise to pronounced antagonism and hostile legislation. That since the introduction and general use of the automobile there have been many instances of gross disregard by the drivers of motor vehicles of the public's right to the use of our highways, cannot be denied. The coming of the automobile has brought with it the vicious and reckless driver in their mad desire to beat records drive their high-powered machines along country roads at a speed dangerous to all others using these roads. It is only natural that the farmers, on whom in most sections of the country the chief burden of constructing and maintaining public roads has fallen, should resent the violation of their right to use these roads in safety, and should have sought to have severe penalties imposed on the offending parties. For myself I may say that I believe that the attitude of the farmers toward the automobile was to a large extent justified by the outrageous conduct of drivers of these vehicles. It is doubtless true, as is often asserted, that the "speed mania" constitute a very small percentage of the total number of automobile users. I am pleased to know that the abuses complained of in the earlier years of the automobile have to a large extent disappeared, and trust that through the influence of the automobile clubs and associations there may be brought about a willingness to respect the rights of all the people to the use of the highways, that will give no occasion for hostility toward the orderly, reasonable use of the automobile.

I realize that the motor vehicle is here to stay, and that it is a factor that must be taken into consideration in discussing the improvement of our roads. The question as to how far it creates new problems of road maintenance and repair I must leave to the expert road makers, and would only suggest that it is important that all the facts relating to the effects of automobile traffic on improved roads should be ascertained before raising needless alarm over the alleged destructive tendencies of the inflated rubber tire.

One phase of the development of the motor vehicle that is of special interest to the farmers, is the possibilities of the commercial truck, or power-operated farm wagon. It would seem that here is a very large field for an industry that will be profitable to both the farmers and the manufacturers of such vehicles. With improved roads the use of motor trucks for the conveyance of farm products to market should become general in all sections of the country, thus enabling the farmer to market his crops more quickly and at less expense. I believe that no industry is caused to languish by these commercial vehicles, but on the contrary their solid rubber tires operate practically as rollers and serve to keep such in good condition.

In this connection I wish to emphasize the fact that the road question in the United States is not a farmer's question, but first of all, a question of the commercial use of the highways. To the farmer the roads are the means of transporting his products to market, and it is from this point of view that the farmers will insist that all plans for road improvement must be considered. Over our country roads there are annually hauled nearly 200,000,000 tons of milk, eggs, etc., and the fertilizers, feed, coal, lumber, etc., taken from the town to the farm will have an aggregate of at least 250,000,000 tons carried for long or short distances over our highways. These figures show the enormous importance to the farmers of a system of improved roads that would enable them to reduce the cost of hauling this volume of freight from one-half to two-thirds of what it now costs them. It is estimated by competent authorities that over the ordinary country road the farmer draws an average of 2,000 pounds an average distance of 12 miles at a cost of \$3.00, and it has been shown that with improved roads the cost of moving the same load that distance would be but little more than \$1.00. Making allowance for exceptional cases it is certain that the cost of transporting a ton of farm products over improved roads is not one-half of the cost over earth roads. Under a general system of improved roads the cost of hauling these 250,000,000 tons would be cut in two, thus effecting a direct saving to the farmers of the country of at least \$125,000,000 annually.

It is needless that I would occupy your time with any extended statement of the benefits of good roads. The direct saving in dollars and cents is only one of the many advantages to the farmers that would result from improved roads. There can be no question that the deplorable condition of our roads is to a large extent responsible for the dissatisfaction with country life, which drives so many of our people into the towns and cities. Bad roads make farming unprofitable and unendurable. They increase the solitude of life on the farm by making more difficult and less frequent visits to the neighbors, and to the villages and towns. They limit opportunity by forcing the farmer to spend twice as much time in going to and from his markets as he would with a good road system. In short, the greatest drawback to farm life today is the condition of the average country road, and the improvement of our roads is of greater importance to the farmers than any other suggested legislative reform.

Nor is it necessary to dwell upon the inferior character of our existing roads. The fact that out of a total road mileage in the United States of 2,232,570, only a fraction over 7 per cent can be called improved, speaks for itself.

The facts as to present conditions have long been known to the thoughtful farmers of the country, and they have been the first to realize the urgent need for radical reforms in methods of road construction and improvement. It is true that the farmer is naturally conservative, and perhaps has not taken up the subject of better roads as quickly as the residents of towns and cities would not in a matter vitally affecting their interests, but from my wide acquaintance with the farmers of all sections of the country I am prepared to affirm that they are as a whole anxious to improve their roads, and ready to do all in their power to further the work of road improvement.

The farmers recognize the need for better roads, and realize how largely such roads would contribute to their comfort and prosperity. They are anxious that well-considered plans for road improvement should be submitted to the state and national legislatures, and will do all in their power to aid in securing the adoption of such plans.

It may be asked, if the farmers favor good roads, the work of road improvement has not made greater progress. The chief reason is to be found in the lack of the money required for the construction and maintenance of improved roads. Many farming sections of the country are still sparsely populated, and the economic conditions of the farmers in general is such that they regard it as impossible for them to contribute in taxes the funds necessary for the construction of a permanent road system. While it is true that it would pay even the poorest communities to increase their expenditures for road improvement, it may be said that as a general proposition the means of the farming districts are wholly inadequate to provide for a proper road system.

In view of these conditions the farmers have in recent years come to realize that the road problem is not merely a question for the communities through which the roads run, but one that concerns the people of the states and of the nation as a whole. They are convinced that as the workers of the towns and cities, the manufacturers, merchants, and indeed all classes and interests, are affected by present road conditions, the people of the entire country should aid in establishing a better system. Believing that appropriations for this purpose should be made from other sources than local taxation they have aided the movement for state aid for highway improvement which has been in progress for some years past, and their votes have aided in securing action on this matter in various states.

these enormous values, there was expended during the same period less than one per cent of the total federal expenditures, met chiefly by indirect taxes paid largely by the farmers of the entire country. During that period congress appropriated \$189,537,000 for the improvement of our waterways and harbors, but not one dollar (unless the few thousands annually appropriated for the office of public roads, U. S. department of agriculture, are so regarded for the improvement of our highways.

The farmers are determined that this state of affairs shall not continue. They have made up their minds that congress must devote a share of the annual appropriations to the construction and maintenance of our roads. They are not committed to any special policy as to how these appropriations shall be expended, so long as care is taken that the money is wisely devoted to the purpose for which it is intended. Some of us believe that the creation of a national highway commission, with power to organize an efficient corps of trained road engineers, who, in co-operation with the state and local highway authorities, would supervise the disbursement of the federal grants would be a satisfactory solution of the problem. This is, however, a matter to be worked out by the committees of the house and senate which will pass on the legislation to establish the general policy of national aid, and I am confident that a plan will be devised that will be satisfactory to congress, the state and local road officials, and the people of the country as a whole.

National aid will not, as some persons have suggested, lessen the interest of the states, counties and townships in road improvement. On the contrary, the roads constructed with federal assistance will serve to stimulate everywhere the desire for better roads, and will be the means of ultimately giving the entire country an uniform, system of scientifically constructed public highways.

CATTLE RAISING IN VIRGINIA.

Eastern Half of the State Fattens Live Stock on Red Clover.

Washington Herald: Many Washingtonians do not know that eastern Virginia is one of the best cattle raising regions in the United States. It is a forgotten truth that some of the best beef served on our dinner tables comes from this nearby section.

The Hon. J. H. C. Beverly, who spoke before the Virginia Farmers' Institute, in Richmond, last week, believes that beef raising is not carried on in Eastern Virginia to the extent that it ought to be. His reasons for that view constituted one of the most interesting addresses made before the body during its sessions.

Mr. Beverly warmly defended the land of Eastern Virginia, saying that red clover was better for fattening than the far-famed bluegrass of the southwest, and brought the highest price of any in the market. He continued:

"In trying to persuade our farmers to engage more largely in beef production, I am animated by the belief that it will make them money, enrich their lands, add one of the most attractive features to their business and at the same time, by disproving the erroneous impression that Eastern Virginia is not a good country for growing beef, make it more attractive for homeseekers and finders there to buy our low-priced vacant land. At the same time it will benefit those already engaged in this business.

"I was told by the farmers, among whom I came, that I could not make a success of growing beef cattle for market in Essex; that it was not a cattle country; that flies would keep them from fattening; they would go wild, etc. Well, I determined to try it, anyway; I have been growing cattle for market in Essex for twenty-five years, and in all this time have never failed to get my cattle fat, or failed to find a profit in them.

"I here assert, and am prepared to prove it, that cattle can be grown from the calf to 3-year-old steer in Eastern Virginia, as heavy, as good and at less expense than in Piedmont, Va. I have farms in both sections and I speak from experience. In Eastern Virginia four and a half months—from December 1 to April 15—is as long as it is necessary to feed cattle, while in Northern Virginia a month longer period is required. On account of an milder climate cattle in Eastern Virginia, except calves, require no shelter, nor do they require so much grain in winter, and while we do not have the far famed bluegrass of Southwest and Northern Virginia, ours is a much better country for red clover, that best fattening of all the grasses, such as crab grass, timothy and fescue, and that much abused but splendid drought resisting, fattening wiregrass. I grow my cattle from calves to 3 years old; I ship them to Baltimore, where they are sold for export. My steers average at 3 years old in Baltimore about 1,400 pounds; have had some individuals to weigh over 1,700 pounds."

INFLUENCE OF HEREDITY; LIKE PRODUCES LIKE

Ames, Ia.—One of the most common laws in animal breeding is that "like produces like." This simply means the inheritance by the offspring of the characteristics of the parents at the time of procreation. Although there are many exceptions to this law, an examination of the facts will reveal that this law is always in operation; also that it extends to every feature of the organism. While in some instances it may not show up very strongly this is simply due to the fact that some other law which is more predominant for the time being has obscured it, writes Prof. Kennedy.

The resemblance of the offspring to the parent is very marked in most cases. This is simply the heritage of the law of heredity. It is very helpful and valuable in the breeding of our best animals. By means of this apparently simple law we are able to breed definite types for definite purposes. It is the outward guide to the peculiar propensities of the parent. Its influence in animal breeding is not confined solely to the external conformation, color markings and so on. It shows its influence on the nervous system, internal organs and, in fact, in every detail of the animal organism. This being the case, it is sometimes a very dangerous law. Through it, either directly or indirectly, many of the very worst kinds of diseases are transmitted.

The peculiar propensities of the parent are readily transmitted to the offspring. The Down sheep, for instance, will invariably transmit their dark face and leg color markings, as well as their mutton form to their progeny.

The ability of the cow to convert large quantities of feed into milk is hereditary in a large measure and is usually transmitted to the offspring. The peculiar propensities of some kinds of animals to lay on flesh in certain parts of the body is another illustration and one which is of great practical value to stockmen. Secondly, another point which is of vital interest to the stockman, is in a large measure hereditary. In the case of swine certain families have larger litters than others; the same is true in sheep and other classes of animals.

Certain peculiar color markings have also been known to be hereditary. There are numerous other illustrations which might be cited in this connection as belonging to what we call normal characteristics, or those which are not unusual. Another class of characteristics that are hereditary are those which belong to the acquired or abnormal class. In the acquired class may be placed those characteristics which have been developed by the conditions in which they are placed or the peculiar training they have received at the hands of man.

A few illustrations of this form will sufficiently show the influence of this law. The tendency of the dairy cow to give a large flow of milk, which is due in no small measure to the influence of man, is hereditary. In the case of dogs we find certain well defined traits which are transmitted to the young. Young setters, pointers and retrievers that have never been in the field will often work with as much steadiness and dog of long experience. This is an excellent illustration of heredity. There are but a few of the many examples which might be cited.

Abnormal Characteristics. Another class of characteristics that are sometimes inherited are those of a rather unusual nature called abnormal. They represent something unusual in the way of a freak. In certain human families the presence of an extra toe or finger in one of the parents has sometimes been transmitted to the children. In some instances of this kind every one of some half a dozen children born to such parents have had six fingers or toes, while in other instances one or two members of the family would be thus affected and the remainder be normal. In some instances the normal members of the family gave birth to children with six fingers or toes. Take the Dorking breed of fowls, which has the fifth toe as one of its characteristics at the present time in early days had only four toes. The fifth toe was inherited from a five-toed variety introduced into Britain by the Romans.

There are hundreds of illustrations provided in connection with this laboratory in which all disease conditions of bone and soft structures will be found. These specimens will be used in class work and will also be valuable in institute work throughout the state to give the stock-owning people an idea of the various disease conditions and the significance of the same. The student will have ample opportunity to receive proper clinical instruction.

A well equipped hospital for large and small animals is part of the buildings on the campus. The probability is that the number of clinical hours will exceed those demanded by the U. S. department of agriculture. The veterinary student has an unexcelled opportunity to receive his laboratory instruction in chemistry, zoology and botany in the laboratories of the buildings especially constructed for the purpose. He will observe the methods of making vaccines and serums at the experiment station and other experimental work, an advantage that is impossible to have at a private school.

Comparative medicine has made rapid progress and development during the past decade. There is a greater demand for trained or highly educated veterinarians than there is supply. They are acknowledged as the only fitted men for the positions of sanitarians, meat inspectors, dairy inspectors, to treat sick or diseased animals, etc. In fact the young man in looking around for a vocation will find the veterinary profession offering greater inducements and less "crowded" than any other. B. F. KAUFF.

along this line which might be cited. Scientists no longer doubt the possibility of disease being inherited. This is a point of vital importance to the breeder of live stock. When hereditary disease makes its appearance at the time of birth it is called congenital. Where considerable time elapses before it appears, it is designated as a case of predisposition or a tendency to disease. There are certain diseases that are transmitted with greater uniformity than others, yet a predisposition to almost every known form of disease is almost likely to become hereditary. In this connection we will not attempt to describe or enumerate all the diseases which are hereditary, but to notice only those which illustrate the laws of hereditary transmission of that are of peculiar importance to the breeder.

Scrofula and its allies cover a large and very important class of troubles which are more or less hereditary. In this connection much of the trouble is due to constitutional defect as indicated by a narrow, slack chest, indubitable lack of vigor and stamina. This is especially true in tuberculosis, which is one of the most common and destructive troubles to cattle.

Bone spavin, curbs, ring bone, navicular disease and other similar troubles of the bones and joints are in most instances of a hereditary nature. These troubles are very seldom present at birth. They usually make their appearance before the animal is six years old, or as soon as the parts in question are subjected to a strain of rather serious nature, such as any horse is likely to receive at hard work.

Barrenness in animals belongs to this class and is very likely to be inherited. These illustrations are but a few of the large number which might be cited; still they show the varied influence of this law in its relation to animal breeding.

By the law of prepotency is meant the superior influence which one particular breed of animals has over another breed, or the one particular parent has over another parent in transmitting its characteristics to the offspring. This is an important law in the improvement of our animals. It rarely happens that we find an equal mingling in the offspring generally possesses more of the characteristics of one parent than of the other. In many respects this is a great advantage to the breeder. By securing a prepotent sire he can oftentimes remedy a common defect in his whole female herd.

The Powers of Transmission. Prepotency is supposed to be governed by the vigor of the animal, the age of the animal and the length of time during which its ancestors have been bred along a special and distinct line. Certain breeds of cattle like the Galloway are supposed to be more prepotent than some of the newer breeds, due to the fact that the Galloway is one of our very oldest breeds. Certain families are more prepotent than others, due to the fact that they have been bred along a distinct line for many generations.

Prepotency is usually treated as breed prepotency and as individual prepotency. The former is general and the latter special in its influence. The same law seems to act in the same way in both cases. The division has a special and real value to the stock breeder. Breed prepotency is seen when animals of any of the old and well established breeds, such as Shorthorn, Galloway, Jersey, Merino and many others, are used on other breeds, or on the ordinary stock. The offspring will nearly always bear a very marked resemblance to the one of the above mentioned breeds used.

Individual prepotency is seen in many of the families of the different breeds of stock. In the trotting horse we find certain sires which sire more notable animals than others due to their superior prepotency. In Shorthorn cattle certain bulls have sired large numbers of prize winners and so on in all the breeds. This peculiar power which one parent possesses in a greater degree than the other in determining the shape, color, temperature and so on of the offspring is known as prepotency. A thorough knowledge of this law is very helpful to the breeder, as nothing but prepotent sires should be used in the breeding herd.

1,500 Cattle Sold. Georgetown, Texas, Aug. 29.—Messrs. I. K. Howell and A. A. Huffstutler yesterday sold 1,500 2, 3 and 4-year-old steers to Adams & Duke for \$18 to \$24.50 per head. The cattle will be delivered in Lampasas county, Messrs. Howell and Huffstutler still have 1,000 head of three and four in their pasture.

HORSES AND MULES. JACKS AND JENNETS. FOR SALE—Home-raised on our Cherry Grove Stock Farm. All in extra good serviceable condition. Will bear close inspection, as all are bred right. Prices reasonable. Also fifty head of young mules. C. M. DAILY & SON, South St. Joseph, Mo. Advertise in The Journal.

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SHAMROCK WHISKEY. Is Distilled for Medicinal Purposes. From Rye and Barley Malt. Age, ten years. No fruit oil, no drugs. Price, \$1 per quart, \$10 per doz., \$8 per half dozen quart bottles or \$4 per gal. freight paid to any railroad station on receipt of price, or will ship C. O. D. Write for complete price list. Business record 25 years. Reference, National Bank of St. Joseph. ST. JOSEPH, MO. M. J. SHERIDAN, New Telephone 340. Importer and Dealer in Wines and Liquors.

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ARKANSAS LOSES

JUDGE VANDEVENTER ENJOINS RAILROAD COMMISSION FROM ENFORCING STATE LAWS.

RATES ARE UNREASONABLE

A Temporary Injunction Granted But Railroads Are Required to Give Bond to Protect Shippers.

St. Paul, Minn., Sept. 4.—Judge Vandeventer in the United States circuit court Thursday granted the injunction requested by the St. Louis, Iron Mountain & Southern and three other railroads operating in Arkansas against the Arkansas state railway commission. The injunction restrains the commission from enforcing the new two-cent fare law and from interfering with the railroads in raising their freight rates on interstate traffic.

Late Thursday afternoon Judge Vandeventer filed his opinion with the order granting the temporary injunction. In his opinion Judge Vandeventer recites the history of the case and quotes from opinions handed down in similar cases.

Each of the four railroad companies is engaged in the transportation of freight and passengers, both intra-state and inter-state, in the state of Arkansas, and each has made a practical application or test of the rates in question. The freight rates were prescribed by the railroad commissioners while acting under the state statutes, and the passenger rate, which is of two cents per mile was prescribed by statute. The proofs make it quite plain that the production of a given amount of revenue is attended with greater cost in intra-state business than in inter-state business; and that this is a generally recognized fact is attested by the decisions in other cases where the rates which make it so are fully stated. Here the additional cost is shown to be at least 100 per cent in freight traffic and 15 per cent in the passenger traffic and this is practically what has been shown in other cases. Undoubtedly these differences furnish a standard by which to apportion the total cost between the traffic which is intra-state and that which is inter-state and while other standards are suggested the proofs indicate that none of them is as satisfactory or accurate as is the difference in cost. It must therefore be applied. When this is done, the result shows that the earnings of each road from its intra-state freight traffic is much less than the proportion of the operating expenses and taxes properly attributable to it, and the earnings of two of them from intra-state passenger traffic is a little less than the proportion of the operating expenses and taxes properly attributable to it. The conclusion necessarily follows that these rates, both freight and passenger are non-compensatory and unreasonable, and that their enforcement although not so intended, is nothing other than a taking of the property of these railroad companies without due compensation, which is confiscation.

A temporary injunction will be granted as prayed for, but it will be required for the protection of shippers and passengers, that each railroad company execute a bond in the sum of \$200,000 conditioned that it will keep a correct account showing, as respects every carriage of freight or passengers, the difference between the tariff actually charged, and that which would have been charged had the restricted rates been applied and showing the particular carriage in question, the stations between which it occurred and the name of the person affected, such record to be made and kept subject to the further orders of the court, and also conditioned that the excess charged shall be returned in each instance to the party in interest within a reasonable date to be fixed by the court, if it shall eventually be determined that the temporary injunction ought not to have been granted.

Honolulu Entertainers. Honolulu, Sept. 4.—Many entertainments have been planned for the officers and men of the Pacific fleet during their stay in the Hawaiian Islands. Rear Admiral Swinburne and the other commanding officers were the guests at a dinner Wednesday night of Capt. Corwin P. Reese, commandant of the naval station and they were similarly entertained Thursday evening by Gov. Frear.

Alabama Strike Ended. Birmingham, Ala., Sept. 4.—It was announced Thursday night that all the troops will be sent to their home towns within a few days. This decision followed the ratification by the local miners' union convention of the action of the national officers in calling off the strike.

Bubonic Plague in Guayaquil. Guayaquil, Sept. 4.—During the month of August there were nine cases of bubonic plague in this city. Two deaths occurred and five cases were discharged as cured. There are now eight cases in the lazaretto.

Debs in St. Joseph. St. Joseph, Mo., Sept. 4.—Eugene V. Debs, candidate for president on the Socialistic ticket, with his party was in St. Joseph Thursday afternoon and spoke to about 1,000 people from the Red Special.

HAS COMPLETED ITS WORK

SPECIAL GRAND JURY AT SPRINGFIELD, ILL., ADJOURNS.

A Total of 117 Indictments Returned—True Bills Against Four Policemen.

Springfield, Ill., Sept. 4.—The special grand jury called to probe the recent race war, adjourned Thursday night after returning 17 more indictments. This makes a total of 117 during the session. Among the indictments returned Thursday afternoon four were against Springfield policemen. They are indicted for alleged failure to suppress the riot when detailed for that duty. Sheriff Warner, Chief of Police Wilbur Morris, Captain Charles Walsh of Troop D, Springfield, and other officers are commended by the grand jury. The report condemns alleged "cowards" among the officials, and says "after the most diligent inquiry we condemn in unmeasured terms the cowardly, contemptuous action of those members of the police force who having taken the oath of office failed to do their duty; men who were paid from money obtained from the pockets of the people of this city to protect life and property; men who were ordered by the heads of the departments of the police to force out and disperse the mob and not only failed to use a club, handle a pistol or raise a voice against the mob and on the side of law and order, but some of whom are shown to have assisted in doing the work that has brought destruction to thousands of dollars of property and has brought the blush of shame to every law-abiding citizen of this city; men who under oath were bound, and who, had they acted promptly, could have driven back to the obscurity from whence it came, the mob that for a time assumed to hold Springfield in its bloody grasp.

"We recommend that the Civil Service commission of the city of Springfield, without fear or favor and while evidence can easily be obtained, determine by fair trial who failed to prove himself a worthy member of the force and deal with him accordingly."

SPANISH WAR VETERANS ELECT. Capt. Adna G. Clark of the Twentieth Kansas One of the National Officers.

Boston, Mass., Sept. 4.—The fifth annual encampment of the United Spanish War Veterans ended Thursday night. The officers elected were: Commander-in-chief, Capt. Charles R. Newton, Hartford, Conn.; senior vice commander-in-chief, Charles E. Stoud, Sandusky, O.; junior vice commander-in-chief, Moses R. Doyan, Indiana; sergeant-general, Capt. Edward H. White, Chicago; paymaster general, S. T. Hayes, Colorado; commissary general, Henry F. Schlimer, New York; chief of engineers, S. R. Cohen, Lexington, Ky.; chief signal officer, leader, New York; chief of ordnance, J. J. Heilberg, Wisconsin; chief of artillery, Capt. Adna G. Clark, Kansas; chief mustering officer, William D. Wild, New York; national historian, Capt. J. Walter Mitchell, Washington.

For Two More Kansas Normals. Topeka, Kan., Sept. 4.—Two new state normal schools of co-ordinate power with the one at Emporia are being planned, and bills providing for them will be introduced in the legislature. According to present plans it is intended to locate one school in Concordia and the other either in Dodge City or Garden City. The state now has one normal school at Emporia with branches at Pittsburg and Hayes City. The people of the western part of the state have been demanding a school for that section for several years.

Mrs. W. H. Carruth Dead. Lawrence, Kan., Sept. 4.—Mrs. W. H. Carruth, wife of Prof. W. H. Carruth, vice chancellor of the University of Kansas, died at eight o'clock Thursday morning. Mrs. Carruth was at one time an instructor in the German department of the university and was one of the most widely known women in the middle west. She has written several valuable works on the German language.

Hebrew Worshipers Fight. St. Louis, Sept. 4.—When Herman Spechtler, a member of the Hebrew congregation, T'Pheris Israel, insisted on blowing the holy horn from the altar in the temple Thursday, Hyman Finkler, a trustee of the congregation hit him. A general fight followed and a riot call was sent in. Seven policemen responded and arrested Finkler.

A Yacht Badly Battered. Cherbourg, Sept. 4.—The American steam yacht Veruna, owned by Eugene Higgins, New York Yacht club has "put in" here badly battered by storm that recently blew over the channel.

Bristow Spoke in Girard, Kan. Girard, Kan., Sept. 4.—Joseph L. Bristow, Republican candidate for United States senator, addressed an audience of 1,000 persons at the court house Thursday afternoon at the annual picnic of the Crawford County Anti-Horse Thief association here.

Three Killed in Oklahoma. Chickasha, Ok., Sept. 4.—Joseph A. Newk, car repairer; Samuel Eagle brakeman, and J. H. Holiday, car repairer, were killed late Wednesday night when a Rock Island work train hit a ballast train near here.

HIS FIRST FLIGHT

ORVILLE WRIGHT TRIES OUT HIS AEROPLANE AT FORT MYER, VA.

MISTAKE CAUSES ACCIDENT

Mr. Wright Pulled the Wrong Lever and Had to Hurdledly Descend to Avoid Collision.

Washington, D. C., Sept. 4.—Orville Wright made a flight in his aeroplane at Fort Myer, Va., Thursday evening. While making the second circle of the drill grounds, Mr. Wright pulled the lever which controls the planes in the wrong direction and he was compelled to descend in order to avoid running into some wires. The machine encircled the grounds once and was half round the field when the mishap occurred. The aeroplane was in the air 1 minute and 15 seconds.

At 5:55 o'clock the aeroplane shot out along the single track and reaching the end, continued to travel along the ground on its runners for about 20 feet, when Mr. Wright turned the forward planes upward and the machine gradually rose from the ground. Mr. Wright directed it toward the other end of the field, where a graceful turn was made for the return trip.

Turning directly over the starting apparatus, Mr. Wright continued on the second lap. Just as the machine started to make the turn for the second lap, it was seen to dart down to earth in front of the tent.

The forward part of the right runner was broken off in two places. Mr. Wright was uninjured. "I pulled the lever the wrong way," he said, "and the machine turned in the direction of those wires and that wood pile. I therefore had to bring the machine down to earth rather suddenly."

The aeroplane made numerous undulations, coming very close to the ground at times, but never rising higher than 25 feet from the earth.

Mr. Wright estimated Thursday's speed at 38 miles an hour, covering a distance of about three-quarters of a mile.

Killed His Actress Wife.

Boston, Mass., Sept. 4.—The dismembered body of Mrs. Honorah Jordan, an actress, 23 years old, of Somerville, Mass., was found by the police Thursday afternoon in a trunk in a boarding house at 7 Hancock street, Beacon Hill, this city. Chester Jordan, 29 years old, the woman's actor husband, took the trunk to the house that morning. Thursday night parts of the woman's body were found in the furnace and range of the Jordan house in Somerville. Jordan was arrested and, according to the police, admitted killing his wife and cutting up her body.

A Triumph of Surgery.

Oil City, Pa., Sept. 4.—If Harry Bemus of Warren, Pa., leaves the hospital alive, and his physicians believe he will, his head during the remainder of his days will be partially supported by the spinal column of an ordinary dog. Bemus fell from a trestle at Riverside Junction recently and broke his neck. It was necessary to remove a vertebrae from his spinal column and in its place was inserted a vertebrae from the back of a dog. The surgeons regard the unusual operation as entirely successful.

Convict Attacked a Guard.

Jefferson City, Sept. 4.—Pat Hogan, a convict, attacked T. W. Boutware, a guard, in the Priesmeyer shop, Thursday and secured the officer's club. The guard fired four shots at the prisoner, two taking effect in Hogan's body, causing dangerous injuries. Hogan came to the penitentiary about one year ago for seven years for burglary and larceny. He has given the officials much trouble.

President Butler in Copenhagen.

Copenhagen, Sept. 4.—Nicholas Murray Butler, president of Columbia college, Thursday delivered at the Copenhagen university the first of a series of lectures on "American Civilization." His subject was "The American as a Political Type." The large hall was crowded and President Butler was given an enthusiastic reception.

West Virginia Physicians Killed.

Huntington, W. Va., Sept. 4.—Dr. A. H. Sayres, a prominent physician of Bluefield, W. Va., was shot and instantly killed Thursday while traveling as a passenger in a Pullman car on the Norfolk & Western railroad, near Eckman, W. Va. Wesley Wilkes, an insurance man of the same city, is accused of firing the two shots.

Santa Fe Engine Explodes.

Trinidad, Col., Sept. 4.—Engineer J. F. Miller and Fireman A. R. Dunagan were killed and Brakeman Ashley was seriously injured Thursday by the explosion of a freight engine on the Santa Fe road at Kadrow, 14 miles east of here. The three men lived in Raton, N. M.

Two Women Burned to Death.

Gadsden, Ala., Sept. 4.—Mrs. Elizabeth McNeal, aged 75 years, and her invalid daughter-in-law, Mrs. Joe McNeal, aged 55 years, were burned to death Wednesday night in a fire which destroyed their home on Lookout Mountain, eight miles north of this city.

AUGUST WORK ON THE CANAL

RAPID PROGRESS BEING MADE ON THE ISTHMUS.

Col. Goethals Reports 3,252,506 Cubic Yards Excavated During the Past Month.

Washington, Sept. 4.—Efficient work is being done on the Panama canal as evidenced by the report cabled to the Washington office of the Isthmian canal commission from Col. George W. Goethals, chairman of the canal commission.

The total excavation for the month of August was 3,252,506 cubic yards, place measurement, against 3,168,840 cubic yards in previous month, and 1,288,692 cubic yards in August, last year, or an increase of 1,963,814 cubic yards over the corresponding month in 1907.

The cubic daily output for August, 1908, was 125,096 cubic yards, against 121,494 cubic yards in the previous month and only 47,729 cubic yards in August, 1907.

There were the same number of working days in August, 26, as in the previous month of July, while the rainfall for August was 11.93 inches against 11.14 inches in July.

Of the August excavation, 3,152,471 cubic yards were removed from the canal prism, against 3,049,956 in July, and 1,247,708 cubic yards in August, 1907.

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20,000 steers four years old and up in fine condition. 5,000 fat heifer calves, in lots to suit. These cattle can be delivered from August to December in stock yards at El Paso, Texas.


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DISSOLUTION NOTICE

Notice is hereby given that the co-partnership of Blanchard, Rush & Company has this date been dissolved, by mutual consent. A. E. Rush retiring, the firm will hereafter be known as Blanchard and Company, to whom all outstanding debts and accounts are payable and who will also be responsible for any outstanding accounts of the firm of Blanchard, Rush & Company. St. Joseph, Mo., Sept. 1, 1908. BLANCHARD, RUSH & CO. L. E. BLANCHARD. A. E. RUSH. M. F. BLANCHARD.

St. Joseph, Mo. Topeka, Kan. Wichita, Kan. Grand Island, Neb.

TALLOW, FURS, PELTS, WOOL, HIDES



THE hide market has been lifeless the past week and there have been very few sales made in country hides. Packer hides have been moving quite freely but tanners of country hides appear to be well supplied at present and are refusing to make an offer. We are making no reduction in our prices for the coming week and think those having hides to sell will do well to keep them shipped out as fast as in condition to ship. Tallow is quiet; also wool, at unchanged prices.

GREEN CURED HIDES		Green uncured hides, 10 less than same grade cured.		DRY HIDES	
Natives—short hair	No. 1, No. 2	Horse hides, green, No. 1	1.50	Dry flint butches, heavy	15 c
Natives—long hair	1.50	Horse hides, No. 2	1.50	Dry flint, under 16 lbs.	15 c
Side brands, over 40 flat	1.50	Green pony hides	1.50	Dry salt, heavy	15 c
Side brands, under 40 flat	1.50	Sheep pelts, green	20.00	Dry salt, No. 1	15 c
Bulls and stags	1.50	Dry, according to wool, per pound	1.50	Tallow, No. 2	15 c
Bulls, side brands	1.50			Beeswax	15 c
Green salt cured deacons	20.00				
Blunks	20.00				

WOOL

Medium clothing	12.00	Heavy fine	12.00
Low and broad	12.00	Angora, pure and some	12.00
Light line	12.00	Mixed	12.00
		Barry or seedy wools	12.00

Send sample, get our prices. We also handle wool on commission. We have a large store house at St. Joseph; you can ship us your wool to be sold on commission and we will look after your interests to the best of our ability. Charges for storing and selling 1c per pound.

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Daniel Webster.

DESCENDED from a stern unbending race of Puritan Pioneers and Indian fighters, this colossal personality ("With eyes of power and Jove's own brow") was born in the village of Franklin, N. J., where his father kept a roadside tavern, and where his intellectual development began.

The principles of "Liberty and Union, now and forever, one and inseparable," so eloquently enunciated by him, in after years nerved the arm of Lincoln, flashed from the blades of Sheridan, and glinted from the bayonets of Grant.

And some of his most memorable orations were delivered in taverns and at public banquets, where the delicious juices of the barley fields gurgled cool and invitingly from a thousand bottles; filled every bumper glass, and delighted his own palate; developing within him, force and energy, intellect, eloquence, mind and soul.

REFERENCES: Biography Henry Cabot Lodge, page 340. Private Correspondence—Little, Brown & Co., pages 178, 179, 186, 214.

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