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Federal Cattle Quarantine Regulations

Following are the federal quarantine regulations governing the movement of cattle in Texas and Oklahoma for the current year:

The fact has been determined by the secretary of agriculture and notice is hereby given that a contagious and infectious disease known as splenic, Southern or Texas, fever exists among cattle in the following named states and territories, to-wit:

California, Oklahoma, Indian Territory, Texas, Arkansas, Louisiana, Mississippi, Tennessee, Alabama, Kentucky, Virginia, North Carolina, South Carolina, Georgia and Florida.

Now, therefore, I, James Wilson, secretary of agriculture, under authority conferred by Section I of the act of congress approved March 3, 1905 (Public No. 229), do hereby quarantine the following area, to-wit:

All territory situate within the boundaries of California, Oklahoma, Indian Territory, Texas, Arkansas, Louisiana, Mississippi, Alabama, Tennessee, Virginia, North Carolina, South Carolina, Georgia and Florida, and that portion of the territory in the state of Kentucky situate in the counties of Clinton, Wayne and Pulaski.

It is ordered by this rule, under the authority and discretion conferred on the secretary of agriculture by section 3 of the act of congress approved March 3, 1905 (Public No. 229), that cattle shall be moved from the area herein quarantined to any point not located in the said quarantined area only in accordance with the regulations of the secretary of agriculture promulgated May 1, 1905, and effective June 1, 1905, subject to the following exceptions, to-wit:

Exception 1—The following named states and territory have established state and territorial quarantine lines differing from the line established by the secretary of agriculture, and are as follows, to-wit:

TEXAS

Beginning at the intersection of the southern boundary of New Mexico with the international boundary line at the Rio Grande river; thence southeasterly along the said international boundary of Pecos county to the southeast corner of Reeves county; thence following the boundary line between the counties of Pecos and Reeves to the Pecos river; thence southeasterly, following the Pecos river, to the northwest corner of Crockett county; thence east, along the northern boundary of Crockett and Schleicher counties, to the southeastern corner of Irion county; thence north, along the eastern boundary of Irion county, to the northeast corner of said county; thence continuing due north to the southern boundary line of Coke county; thence west, with the southern boundary of Coke county, to the southwest corner of Coke county; thence north, along the western boundary of Coke county, to the southern boundary of Mitchell county; thence east to the southeast corner of Mitchell county; thence north, along the eastern boundary of Mitchell county, to the northeast corner of said county; thence east, along the southern boundaries of Fisher and Jones counties, to the southeast corner of Jones county; thence north, along the eastern boundary of said county; thence east, along the southern boundary of Haskell county, to the southeast corner of said county; thence north, along the western boundary lines of Throckmorton and Baylor counties, to the northwest corner of Baylor county; thence east, along the southern boundary of Wilbarger county, to the southeast corner of said county; thence north, along the eastern boundary of Wilbarger county, to the Red river; thence continuing in a northwesterly direction, along

the course of said river and the northern boundary of Texas, to the southwest corner of Greer county, Oklahoma Territory; thence north, following the eastern boundary line of Texas to the northwest corner of said Greer county.

OKLAHOMA

Beginning on the Red river at the northwestern corner of Wichita county, Texas; thence northwesterly, along the course of said river to the southwest corner of Greer county; thence north along the western boundary of Greer county to the northwest corner thereof; thence easterly and southerly along the southern boundary of Roger Mills county to the southeast corner of said county; thence east along the southern boundary line of Washita county to the southeast corner of said county; thence north along the eastern boundary lines of Washita and Custer counties to the Canadian river; thence in a southeasterly direction along the course of said river to the southeast corner of Canadian county; thence north along the eastern boundary line of Canadian county to the northwest corner of Cleveland county; thence east, along the northern line of Cleveland county to the middle of the right-of-way of the Atchison, Topeka and Santa Fe railway, thence northerly following the middle of said right-of-way through Oklahoma; Logan, Noble and Payne counties, and the Otoe and Missouri and Ponca Indian reservations to the northern boundary of the Ponca Indian reservation; thence east along the northern boundary of the Ponca Indian reservation to the Arkansas river; thence in northerly direction following the course of the said river to its intersection with the thirty-seventh parallel of north latitude at the southern boundary line of Kansas.

Exception 4.—Texas. During the continuance of the quarantine as herein established and modified, no cattle originating in the said modified quarantined area shall be moved or allowed to move into the counties of Baylor and Throckmorton, and that portion of the county of Pecos lying north and west of the line described as follows: Beginning on the west line of Pecos county, at the point where the roadbed of the G. H. & S. A. railroad crosses said line; thence in an easterly direction with the center of said roadbed, to a point on Section No. 36, Block A2, G. H. & S. A. Railroad Company; thence north with the pasture fence running in a northerly direction through the eastern part of Sections Nos. 13 and 12 of said Block A2, and across Section 1, G. C. & S. F. Railroad Company; thence continuing north with said pasture fence through the eastern part of Sections Nos. 16, 17, 46, 47, 76, 77, 106, 107, 136, 137, 142, 143 and 194, Block D, M. K. & T. E. Railroad Company; thence continuing in a northerly direction to a point on the north line of Section No. 6, Block 160, G. C. & S. F. Railroad Company, same being corner of a pasture fence; thence east with the north line of Sections Nos. 6, 9, 10, 11, 12, 15, 16, Block 160, G. C. & S. F. Railroad Company, to the northeast corner of said Section No. 16, same being corner of pasture fence; thence in a northerly direction with the east boundary line of Sections Nos. 22, 21, 20, 23, 24, 25, 26, 27, 28, 29, 30, 31 and 32, Block 1, C. C. S. D. & R. G. N. G. Railroad Company, to the northeast corner of said Section 32; thence west with the north boundary line of Sections Nos. 32 and 33, same block, to the northwest corner of Section No. 33, Block 1, C. C. S. D. & R. G. N. G. Railroad Company, corner of fence; thence north with the east boundary line of Sections Nos. 1, 12, 13, 24, 25,

36, 27, 48, 49, 60, 61 and 72, Block 2, C. C. S. D. & R. G. N. G. Railroad Company, to the northeast corner of said Section No. 72; thence in an easterly direction with the pasture fence to the southeast corner of Section No. 9, patented to James E. Evans; thence north with the east line of said Section No. 9 to the northwest corner of Section No. 100, Block A2, T. C. Railroad Company; thence east with north boundary line of said Sections Nos. 100 and 89, same block to the northeast corner of said Section No. 89, Block A2, T. C. Railroad Company; thence north with the east boundary line of Sections Nos. 90, 81, 92 and 93, to the southeast corner of Section No. 94, Block A2, T. C. Railroad Company; thence northwest diagonally across Section No. 94 to the northwest corner of said section; thence continuing in a northwesterly direction, diagonally across Sections Nos. 14, 18 and 28, to the northeast corner of Section No. 29, Block C4, G. C. & S. F. Railroad Company; thence west with the north boundary line of said Section No. 29 to the northwest corner of said section; thence northwest diagonally across Section No. 1, T. C. Railroad Company, Section No. 97, Block No. 194, G. C. & S. F. Railroad Company, to the northeast corner of said Section No. 96; thence in a northerly direction across Section No. 94 to a point on its north boundary line 600 varas west of its northeast corner; thence continuing north through Sections Nos. 93, 90, 89, 86, 85 and 58, Block 194, G. C. & S. F. Railroad Company, to a point on the north boundary line of said Section No. 58; thence northwesterly with the pasture fence, through Section No. 59, to the northeast corner of Section No. 82 and the southeast corner of Section No. 81, same block; thence continuing northwesterly to Section No. 17, H. & G. N. Railroad Company; thence north with the east line of said Section 17 to the Pecos river; thence northwesterly with said Pecos river to the northwest corner of Crockett county.

No cattle shall be moved or allowed to move from the counties of Childress, Cottle, Hardeman, Foard, Wilbarger, King, Knox, Haskell, Stonewall, Jones, Fisher, Scurry, Borden, Howard, Mitchell, Glasscock, Sterling, Irion, Reagan, Upton, Crane, Throckmorton and Baylor, and that portion of the county of Pecos as hereinbefore described, to any portion of the state of Texas located outside of the modified quarantined area, until the said cattle shall have been inspected, found free of infection, and written permission is given by an inspector of the bureau of animal industry of by a duly authorized inspector of the state of Texas; and no cattle from said counties or portions thereof shall be moved or allowed to move, except as provided for immediate slaughter, to any point not in the state of Texas, which is located outside of the modified quarantined area, until the said cattle shall have been inspected, found free of infection, and a written permit for the shipment is issued by an inspector of the bureau of animal industry, nor until permission shall have been obtained in advance of the movement from the proper official of the state or territory into which the cattle are to be shipped.

Exception 5.—Oklahoma. During the continuance of the quarantine as herein established and modified, no cattle originating in the said modified quarantined area shall be moved or allowed to move into the counties of Cleveland, Pottawatomie, Lincoln, Pawnee, or into the Kansas Nation or Osage Nation, or into those portions of the counties of Oklahoma, Logan, Payne, and Noble, lying east of the

right-of-way of the Atchison, Topeka and Santa Fe Railway. No cattle shall be moved or allowed to move from the counties of Roger Mills, Washita, Oklahoma, Logan, Payne, Cleveland, Pottawatomie, Lincoln, Pawnee, that portion of Canadian county lying north of the Canadian river, that portion of Noble county included in the Otoe and Missouri and Ponca Indian reservation, on the east by Pawnee county, on the south by Payne county, and on the west by the right-of-way of the Atchison, Topeka and Santa Fe Railway, nor from the Kansas Nation or Osage Nation, to any portion of the Territory of Oklahoma located outside of the modified quarantined area, until the said cattle shall have been inspected, found free of infection, and written permission is given by an inspector of the bureau of animal industry or by a duly authorized inspector of the territory of Oklahoma; and no cattle from said counties, parts of counties, or localities shall be moved or allowed to move, except as provided for immediate slaughter, to any point not in the territory of Oklahoma, which is located outside of the modified quarantined area, until the said cattle shall have been inspected, found free of infection, and a written permit for the shipment is issued by an inspector of the bureau of animal industry, nor until permission shall have been obtained in advance of the movement from the proper official of the state or territory into which the cattle are to be shipped.

Exception 10—Open Season. During the months of January, November, and December of each year, cattle originating in the modified quarantined area shall not be moved from the modified quarantined area for purposes other than immediate slaughter into the states of Missouri and Kansas, the territories of Arizona and New Mexico, and those portions of California, Texas, Oklahoma, Tennessee, Georgia, North Carolina, and Virginia, nor included in the modified quarantined area until the said cattle shall have been inspected, found free of infection, and a written permit for the movement is issued by an inspector of the bureau of animal industry or by a duly authorized inspector of the state or territory to which the cattle are destined; nor until permission shall have been obtained from the proper official of the said state or territory.

Cattle originating in and shipped from the modified quarantined area into any state outside of the modified quarantined area, other than those states and territories and portions thereof set out in this exception, shall not be moved into, or unloaded in transit through, any of the state or territories or portions thereof hereinbefore set out in this exception, within three months of the date of the movement from the modified quarantined area.

Cattle which are moved from the modified quarantined area into those states or territories or portions thereof hereinbefore set out in this exception, under certificates from inspectors either of the bureau of animal industry or of the states to which the cattle or of the state to which the ing purposes, shall not be placed in stock pens which have been reserved for cattle originating in the modified quarantined area.

There are in the United States 67,800,000 head of cattle, 62,876,000 hogs and 61,605,000 sheep. For this enormous herd of 192,000,000 edible live stock the United States has a population by the same census of 76,000,000 people. That gives the country more than two and one-half animals for every man, woman and child in its population.

TEXAS SEES LAST OF BIG RANCHES

New Agriculture With Improved Cattle Marking New Stage of Progress

There has been a wonderful change in the Texas cattle situation during the past two or three years, and the state is coming to the front in a manner that is attracting marked attention throughout the union. Perhaps the greatest change that has yet occurred has been in the cattle business, which has passed through such an evolution as to hardly be recognizable in comparison with former periods.

As is well known, Texas is the greatest producer of range cattle of any other state in the union, the number credited to the state by the last official federal census being approximately 9,000,000 head.

Cattle Improved.

These Texas cattle have, as a general thing, been greatly improved during the past few years through the introduction of the best breeding stock that can be found in the east. As high as \$5,000 has been paid for one registered bull, and some of the cows purchased have cost half as much more. The result of this policy has been to build up the herds so far as good breeding is concerned until Texas is today producing the finest cattle in all her history. But the future of the cattle business in this state is not as rosy as it might be and not as promising as many would be pleased to see it. The boll weevil in the cotton producing portion of the state and the constant influx of new population has created a great demand for west Texas lands and it is in west Texas that the range cattle industry has flourished since the days when the Indian and buffalo were compelled to make room for the lowing herds.

Demand for Homes.

This unprecedented demand for homes out in what has been heretofore regarded as the range country, has resulted in the marked curtailment of the range from two great causes. The clamor for the state school land, which has been under lease to the cattlemen for grazing purposes, by the actual settlers has been so strong that the lease law has been abrogated by the state legislature in that portion of the state where stock farming is practicable, and millions of acres of this land is to come on the market Sept. 1 for sale to actual settlers in 160-acre tracts and multiples thereof. Favorable terms upon which this land is sold is sufficient to insure the passing of the greatest portion of it permanently into the hands of home-seekers, and it is thus lost to the range cattle industry for all time to come.

Ranchmen Selling.

Another feature of the situation is that the cattlemen themselves are generally disposed to take advantage of demand for land that has been created by these home-seekers, and are cutting their big pastures up into small tracts and selling them to the actual settler. The big 185 pasture, which at one time embraced more than 3,000,000 acres in a solid body, acquired by the capital syndicate in exchange for the construction of the magnificent Texas capital building at Austin, is rapidly being cut up and sold to settlers at fair prices and on favorable terms. The big Waggoner pasture, also located in the Panhandle, has been cut up and is being sold to men who are rapidly converting it into big cotton fields. The big Lee pasture, located in Coleman county, together with a number of neighboring ranches, is being sold in small tracts to the man with the hoe, and the great King ranch, down in the Corpus Christi country, has just been opened up to civilization through the building of one of Colonel Yoakum's new railroads. And the lands are coming into great demand for purposes of settlement. All over the range country where stock farming is at all possible these conditions are prevailing, and the big Texas ranches are steadily passing out of existence to give place to the demands of agriculture.

Cattle Not Reduced.

It should not be construed from these facts that there is danger of Texas going out of the range cattle business. There are thousands of men engaged in this business who own their ranch land and think there is nothing else they can do so well as to continue in the production of beef. In the future there will be just as much beef produced in Texas as at any time in the past, in spite of the tremendous evolution that is still in progress. Just as long as the nation demands beef it will be produced in Texas, but Texas beef producers are up against some strange and new problems that must be properly solved in the near future.

COLORADO RUSTLER CAUGHT

The boldest attempt at cattle rustling reported in some time was frustrated by Secretary McCrillis of the state stock inspection board and Inspector Dick Moore at the yards. The very boldness of the attempt almost resulted in its success, as twenty-one carcasses of beef hanging in the coolers of the Colorado Packing Company at the stock yards can testify. Early in the week a man who gave the name of C. A. Clark called upon the Eastern Packing Company on Market street and wanted to sell twenty-two head of dressed steers. He explained that he desired to slaughter the steers on his ranch, so as to have the offal for his hogs. The packing company refused to

buy, saying that they could not use beef slaughtered that way at this time of the year. Clark then went to the Colorado Packing Company plant at the stock yards and made arrangements with the foreman of the plant to slaughter the cattle for him at so much per head.

Early Wednesday morning Clark arrived with the cattle, which were driven direct into the pens of the packing company and later in the day were slaughtered. He sold the hides to the packing company, receiving a check for \$96 for them. He promised to return Thursday morning with a buyer for the beef.

Accidentally Inspector Moore at the yards heard of the cattle having been driven in, and after an investigation communicated with Secretary McCrillis, who went to the yards, and both waited at the office of the packing company for Clark. When he finally arrived one of the packing house men introduced him to Mr. McCrillis, who began asking him about the cattle. Clark then said his name was not Clark, but G. W. Boyles, and that he had only assisted in driving the cattle and did not claim to own them. He became confused in his statements and Mr. McCrillis finally ordered him arrested and locked up. Later the man was identified by John Obrecht, a farmer living about twelve miles north of town on the Brighton road, as George Clark, who had formerly worked for him. Obrecht said that Clark brought the cattle to his place early in the week and left them there over night, while he came to Denver to make arrangements for disposing of them. It was evidently his intention to slaughter on the prairie.

An examination of the hides showed thirteen head of the cattle to belong to a stockman named Hancock, of Barr. Henry Smith of Fort Lupton is the owner of one, and the others belonged to various owners. Payment on the \$96 check was ordered stopped and Clark will be tried for the theft of the cattle. Secretary McCrillis will take steps to prevent the repetition of such work by inaugurating a closer watch over the packing plants.—Denver Stockman.

EFFECTS OF THE LAW

Allen Mills, a prominent cattleman from Jewett, Leon county, Texas, came in Thursday night with a load of cattle, which were transferred to the stock yards early Friday morning. It had been his intention, according to statements made to a reporter for The Telegram, to ship about thirty head of cattle this week, but he was only allowed to load twenty-one into the car under the late rules adopted, allowing twenty-one head of 700-pound cattle to be loaded in each car. Asked as what the probable reason for the twenty-one-head load rule could be, Mr. Mills stated that, in his opinion, it was probably an indirect result of the twenty-eight-hour law, enacted by the railroads to allow easier handling of the cattle, which must be unloaded as per the provisions of the law.

"But what strikes me as strange," said Mr. Mills, "is that the railroad companies make the stockmen pay the carlot rate just the same as if they had loaded twenty-six or thirty head."

From the explanation it was gathered that if twenty-one head weigh more than 700 pounds each, the freight will not be more; but, if they weigh less than 700 pounds apiece, the rate applies just the same. Probably the best example of this method is the regulation minimum car rate, which provides a smallest rate that may be secured in order to get an entire car at the disposal of the shipper. The company will not allow more than a certain amount of goods to be placed in the car in weight, but the car can go half filled while the same rate will apply as if the shipper had loaded to the limit allowed by the rules of the company.

THE WESTERN RANGE

T. S. Curry, a prominent shipper and rancher from Big Springs, passed through the city Friday en route from his home to Amarillo, where he goes for a short business trip. Mr. Curry ships all his cattle to the Fort Worth market. He says that, in his opinion, this market is becoming better every year.

"Fort Worth market is a good one so long as it is not overflooded with cattle," said Mr. Curry, "and, even then, the right is always reserved to go on to St. Louis or Kansas City when the market here don't pan out to suit."

"Market conditions here will stand the sale of a great many more cattle than heretofore. Big commission houses are reaching out after all the business they can get. Cattle are in demand and they must get cattle."

"No, I haven't been informed about any twenty-one-head 700-pound rule. That makes it pretty bad for the man whose cattle are under 800 pounds; they don't enforce that with calves, do they? I thought not."

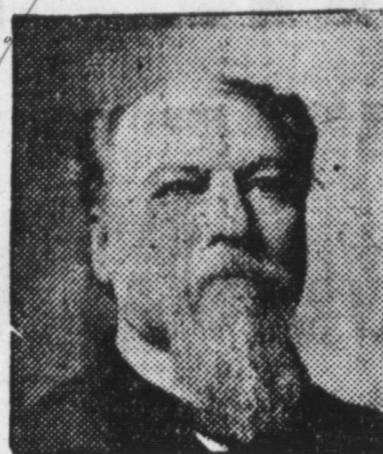
As to the general condition of the range throughout the western part of Texas, Mr. Curry stated that it was all that could be desired. The rain made the grass better and more of it. There was not too much grass any time this year, but always plenty and the cattle are in better condition for this month than is generally the case in August.

"You will see some fine cattle coming out of my country," said Mr. Curry, "some of the best we have ever seen, during this fall."

IN STONEWALL COUNTY

"Cattle in Stonewall and surrounding counties are as sleek and fat as one could hope for, but they are not being shipped freely and will not be until the market improves," said W. A. Parks, a well-known cattleman and farmer of that country, who was here accompanying a shipment of cattle. "Cattle are not numerous out our way," he continued, "there being practically no 3 or 4-year-

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old steers in Stonewall county and not many yearlings, but we have a pretty fair supply of cow stuff to ship when the market justifies marketing. Nobody is showing much disposition to ship at present, however, nor is there any reason why they should, as grass is fine and crops are the best ever raised in that country. Plenty of corn was raised out there this year, something never before known in that country, and such crops as sorghum, milo maize and kaffir corn were never better. The cotton in the Trinity bottoms is as fine as any I ever saw, while all kinds of vegetables that are grown in Texas were raised there in abundance this year. Melons were never better and the orchards yielded bountiful supplies of peaches, apples and apricots. Yearling steers are selling from \$13 to \$15 and \$18 to \$20 is being asked for 2s with a few selling."

KILLED BY LYE

TOPEKA, Kan., Aug. 8.—George Reynolds, a farmer of Crawford county, Kan., lost a carload of hogs in a peculiar manner. He loaded them in a San Francisco car to ship to market, and before doing so, spread wood ashes thickly over the floor for bedding. The train ran into a driving rain storm and the hogs soon were wallowing in lye. When they reached Fort Scott 146 had died and the rest died shortly after their removal from the car. The lye had burned the flesh from the bones.

IN REEVES COUNTY

Pecos Times. Stump Robbins was in town yesterday on his return from Midland, where he went to purchase bulls. He purchased forty head of full-blood registered Herefords, ones and twos, of McClintock, and brought them over with him.

Will Swank, association inspector, came in Saturday from an official trip over the Davis mountains ranges and reports live stock conditions, both stock and ranges the finest he ever saw—and Bill has been riding these ranges ever since the Pecos river was laid out.

WORMS IN SHEEP, GOATS AND PIGS

WEST, Texas, Sept. 19, 1904. Mr. G. B. Bothwell, Breckenridge, Mo. Dear Sir: Please send me another package of Vermifuge. It is the best remedy I have ever tried for sheep or goats. W. J. DUFFEL, Pres. Sheep and Goat Breeders' Ass'n of Texas. It is just as good for pigs.

Mr. G. B. Bothwell, Breckenridge, Mo. Dear Sir: If I had had your Vermifuge for Sheep earlier it would have saved me fully \$500 worth of sheep. I have fed it to over 500 lambs with best results. Neil EBBESON, Hayes, Stanley Co., S. D., March 31, 1904.

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DALLAS, TEX.

COLONEL POOLE WITH THE VETERANS

Editor Stockman-Journal.

Before leaving Sonora, which is the seat of government of Sutton county, I had the pleasure of spending the night with my friends, Mr. and Mrs. Sam G. Taylor. They have a beautiful home one mile south of town and are very nicely fixed; have one thousand acres in a solid body joining town, 90 acres in cultivation, three hundred fruit and ornamental trees. The peach trees are loaded with luscious fruit, a fine garden which he irrigates from a well and tank. I was surprised to see such good corn; he has twenty acres of it; fine, large ears and not even a shower of rain since the first of June. He has raised a fine crop of hay also. I presume at least twenty-five hundred bales. He has also a good ranch, thirty miles east on the headwaters of the Llano river, well stocked with high-grade cattle and has a fine law practice. Sam has his father with him, who is a typical Missourian and one among the nicest old gentlemen I have had the pleasure of meeting in many moons. Mrs. Taylor is an elegant lady and delights in making old friends feel at home, and doubtless is honest in her opinion when she says Sam is handsome. Sorry I could not say so, too, but to be honest, can't say it. Going back to town next morning Sam drove by the big new school house. It is a real beauty, three stories high, finely finished, built out of white limestone, which was quarried near by. Sonora has the best water and waterworks system of any little town in west Texas; four wells are sunk on the mountain six hundred yards north of the court house and are fitted up with the best of windmills, which supply the town with unlimited quantities of as pure water as ever came out of the earth. An ice factory is being pushed rapidly to completion, which will be a great convenience to the town and surrounding country towns. All the ice used now is and has been for years freighted from San Angelo.

A number of old friends and readers of The Journal greeted me with a hearty handshake; not that I am so darned handsome but on account of my being the traveling representative of the best stock paper in the United States. Among them Sam Stokes, Will Suttlemyer, Charley Bryson, and, by the way, Charley is stepping as high as a blind horse in an oat field; he introduced me to his wife, a very pretty young woman. Only been married three weeks. I know how he feels, as I was once over the same road. Yes, I thought I had the sweetest girl and I believe it yet. Then came W. T. O. Holman, B. C. Huggins, John D. Earnest, J. L. Allen, Taylor and Cornell, Thos. B. Adams, W. H. Hill and others too numerous to mention. The stockmen all report plenty of grass and stock of all kinds in fine shape notwithstanding the dry weather.

At 2:30 Wednesday morning the conductor on the Sonora and San Angelo mail hack, called out all aboard. I climbed in. The driver cracked his whip and away we went up the Devil river draw. The road was smooth and level and the four horses made those wheels sing. I was on the middle seat and no one aboard but the driver and I. He was the most non-communicative cuss I ever rode with. I tried him three or four times all I got out of him was a grunt. All his conversation was directed to the horses, like this, "Come along, boys," "wake up here, keep moving." I finally dozed off into a sound sleep and was having sweet visions about that good goat mutton I would get and the pretty women I would see at Sonora on Sept. 1 and 2, when the wheels struck a big rock or stump and I came near landing on my head in the road. Lost my hat and yelled out to him my hat was gone. I said "That is the only hat I have in the world and must have it." While I was hunting it in the dark he was using some vigorous language which I considered not Bible quotations about going to sleep this early in the morning. I presume he alluded to the horses. At 6 o'clock we landed in Eldorado and I made a bee line for the West hotel. Mrs. J. M. West operates this house and it is a good one. I had stopped there last year and was anxious to get back. Her daughters, Misses Laura, Lelah and Mattie, are three of the prettiest and sweetest young ladies in the country. They can entertain you in the parlor or roll up their sleeves and get up a meal that would tempt the appetite of an epicure or king. I cannot help loving these girls, and I am not going to try to. If I was hunting a wife I would haunt the West hotel until one of them would say yes.

I had the pleasure of meeting my old friend, Robert Bailey, a prominent ranchman of Schleicher county. I took a seat in his buggy and we drove out about six hundred yards to his beautiful home to take a peep at his home bunch of steers, eighty-seven ones, twos and threes, all muleys. He will ship this bunch of steers to his farm near the stock yards in Fort Worth and enter the fat stock show in March for the prize on three car loads. He expects to ship to Fort Worth in December and put them on full feed. They are all highly bred cattle. I have not seen such a splendid bunch of young steers in years. They are perfect beauties. The man that beats Bailey will know he has had a competitor. There are two three-year-old steers in that bunch that are a peculiar freak of nature. They are twins and as white as snow, not a colored hair of any kind on them and will weigh fully one thousand pounds. I do not believe there is ten pounds difference in their weight. They are of the Durham or Shorthorn family. I want to suggest to my friend, Tom

Palmer, to buy these two white steers and break them to work to his buggy. I am sure it would be the means of his getting married. A nice, sweet woman would beat all the pets you have out on the ranch in the way of fine colts, cats and dogs. A woman makes the sweetest pot in all the land. I know you are like myself and Sam Taylor, not very handsome but it is as easy to "fool a woman" as to fall off a log.

Mr. Bailey has 1,900 acres in a solid body joining town of as good land as a crow ever flew over, well improved, which he is offering for sale at ten dollars per acre, and if he sells it at that price in a few years he will want to hire some one to kick him for being silly enough to sell at that price. No better land in all Texas. Mr. Bailey has two other large ranches out ten and twenty-five miles, well stocked up with first-class cattle. I made the acquaintance here of Judge J. A. Whitten, Wade Herren, J. B. Hext and D. F. Garvin. All up to date and prosperous stockmen and now read The Stockman-Journal. I thank you, gentlemen, for your patronage. Before leaving Sonora I dropped in on J. A. Cope, an old Fort Worth boy, who is in the land and cattle commission business, and now is a read of The Journal. Mr. Cope is doing a nice business and can fit you up with a good ranch from one section up to fifty sections of fine grazing lands. Any one desiring such property call on him or write for particulars. He will treat you right.

My next stop was at Christoval, twenty-seven miles from Eldorado, down the South Concho valley. I stopped at the old Cobb house, where I struck it rich. One of the boarders had just got in with a fine string of fish—twenty-eight white and black perch and four large trout or black bass. The boarders were tired out on fish, but it was different with me, for I was away behind on fish. What I did to fried perch was plenty. Yes, when I left Christoval I was swelled out like a "poisoned pup." I boarded the mail hack headed for San Angelo. This hack line is operated by Bob Lowe and makes good time daily each way from San Angelo and Sonora. We passed across a beautiful country a distance of twenty-three miles in a lane all the way; pastures on each side, a fine coat of grass on all sides. Stockmen should be on the alert, as all grass and vegetation is dry as a powder house. If fire should get started it would sweep the country bare. We landed in San Angelo in time for late dinner. This is the hub and headquarters for all stockmen of the Concho country. They meet here and compare notes, make big trades and take a little stump water for the stomach's sake. This is a live, wide-awake little city of about 8,000 souls. Three national banks, three newspapers, several churches, fine schools, etc. The merchants do an immense business. I levied a tax on Jackson and Murrah for the support of The Journal kid. They are doing a rushing business in selling land and live stock. The man with the hoe is here to stay and Jackson and Murrah are fitting them up with homes every day. This firm has one of the nicest offices in the Landon Hotel building of any firm in town. They have on their walls over one hundred beautiful deer horns and one mountain ram's horns.

Pat Murphy of the Standard is getting a nice spicy daily paper, besides the weekly Standard. He has associated with him Maurice E. Hornish, an old attaché of The Stockman-Journal and Telegram. Maurice is a hustler. I interviewed sev-

FALSE HUNGER

A Symptom of Stomach Trouble Corrected by Good Food

There is, with some forms of stomach disease, an abnormal craving for food which is frequently mistaken for a "good appetite." A lady teacher writes from Carthage, Mo., to explain how with good food she dealt with this sort of hurtful hunger.

"I have taught school for fifteen years," she writes, "and up to nine years ago had good, average health. My diet was always generous, comprising whatever I took a fancy to. I ate freely. Nine years ago, however, my health began to fail, and I continued to grow worse, steadily, in spite of doctor's prescriptions, frequent changes of residence and everything I could do. During all this time my appetite continued good, only the more I ate the more I wanted to eat—I was always hungry. The first symptoms of my breakdown were a distressing nervousness and a loss of flesh. The nervousness grew so bad that finally it amounted to actual prostration. Then came stomach troubles, which were very painful, constipation which brought on piles, dyspepsia and severe nervous headaches. The doctors seemed powerless to help me, said I was overworked, and at last urged me to give up teaching, if I wished to save my life.

"But this I could not do. I kept on at it as well as I could, each day growing more wretched, my will power alone keeping me up, till at last a good angel suggested that I try a diet of Grape-Nuts food, and from that day to this I have eaten it, finding it delicious, always appetizing and satisfying. I owe my complete restoration to health to Grape-Nuts, and my persistence in using it. My weight has returned, and for more than two years I have been free from the nervousness, constipation, piles, headaches, and all the ailments that used to punish me so, and have been able to work freely and easily." Name given by Postum Co., Battle Creek, Mich. There's a reason.

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Established 1881. FORT WORTH, TEXAS.

eral stockmen here from the surrounding country. All report stock in fine condition, plenty of grass, but awful dry and hot; some stock changing hands; more land trading than anything else as the country is full of homeseekers.

Bidding adieu to San Angelo I boarded the Santa Fe cars and after a pleasant ride of sixteen miles across a beautiful country, halted at Miles Station. I was surprised to see such rapid improvements in three years; large, substantial rock and brick business houses, two national banks and one newspaper and about sixteen real estate and land firms. All this upper country is alive with homeseekers from back in east Texas and land is changing hands rapidly. On Tuesday evening I again boarded the cars, headed for Ballinger to take in the three days old Confederate reunion. I found the streets jammed with the wagons, buggies and hacks loaded with the old Vets and their families, all moving for the reunion grounds, six hundred yards south of town, on the banks of the Colorado river. A splendid arbor had been erected out of planks nicely seated which would accommodate 2,500 people. Wednesday the first day of the reunion was called to order at 9 o'clock by Major J. W. Ratchford. Rev. J. D. Leslie offered a fervent prayer for the lives of the old Vets. Mayor J. W. Powell of Ballinger delivered the address of welcome to the old Vets and was responded to by W. L. Haley of Bronte, Coke county in behalf of the old Vets, one of the best speeches I have heard in years. He was eloquent throughout his entire address. Mr. Haley is quite a young man of fine ability and I predict will make his mark as one of the best orators in west Texas. The next speaker introduced was the Hon. George T. Jester of Corsicana, whose speech was fine and full of reminiscences of soldier life and the history of our grand and glorious state, and in closing paid a beautiful tribute to the valor and heroism of the old soldiers, which was roundly applauded. Dinner was then announced and the crowd dispersed to mingle and talk of old times and meet old friends of former years. At 2 o'clock the band played "Dixie," and the grand stand was soon filled to overflowing. The Hon. R. B. Cousins, state superintendent of education, was introduced and for over an hour was listened to attentively. He is a forcible speaker, everybody was delighted with his splendid speech. I say hurrah for Cousins. He is the right man in the right place. The Hon. C. F. Dickinson (or Charley), as officer of the day and master of ceremonies performed well his part and made every one feel at home in his jovial, affable way. Had a pleasant word for all he met. The Winters' Bros. band discoursed sweet music all during the day. I heard a great many compliments passed on this splendid band. Out some two hundred yards from the grand stand a platform had been erected 50x80 feet, covered with canvas, where the younger generation kept time by tripping the light fantastic toe to sweet music night and day. It made me feel like I wished I was a big frying size kid to dance with those pretty sweet girls. You know, Mr. Editor, you and I both are a little coltish yet at times. Each night at 8 o'clock the old soldiers met at the grand stand and related their experiences during the war. There were many nice little speeches by them at these meetings, which were instructive and amusing. I was much amused at one old white-headed Vet in telling how he ate green persimmons in Arkansas to draw up his stomach to fit his rations, as it was often the case that his rations were distressingly short. The younger generation was on hand at these night meetings and seemed to enjoy them better than the speech-making in the day meetings. All the seats were filled to overflowing at night. Thursday morning at 9 o'clock the old soldiers formed at the court house and marched to the grand stand, six hundred yards away. The second day was Sons and Daughters' day. Dr. W. L. Lawrence of San Saba opened the proceedings with a fervent prayer, and then the address of welcome was delivered by Miss Katie Bell of Gregory and such rhetoric and oratory I have seldom heard. Her address was loudly applauded. An address by Miss Lora Brown was listened to with rapt attention and much clapping of hands testified to its merits as the sentiment that held sacred to many old hearts in the audience. The old familiar song, "Dixie," without which a Confederate reunion would be incomplete, was then sung by the Daughters.

Judge John Furman of Belton was then introduced and for one hour held the attention of the great audience closely. The judge is a fine speaker; he proved conclusively that the south had a right to secede and the old Vets were in nowise rebels as the Yanks called us during the war. At the close of his great speech he was roundly applauded and the old Vets gathered around him and greeted him heartily, as he is one of the old boys himself. However, he does not look to be over 50 years old. I was introduced to his better half and she, too, is a warm supporter of the veteran cause, notwithstanding that she was born and raised in New York.

The reunion was a success in every particular. Everything passed off nicely and every one in attendance was glad they came. One hundred and forty-nine old Vets registered. There were on the grounds each day between seven and eight thousand people. The sprinklers were used day and night to keep the dust laid. I will have something further to say about this reunion next week. It would string this communication out too long to make the personal mention of my friends and the farm exhibits. With these few remarks, will close. C. C. POOLE, Ballinger, Texas, Aug. 12.

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WILSON WILL ASK AN APPROPRIATION

Secretary Wants \$75,000 to Provide More Adequate Inspection—Department's Hands Tied at Present

WASHINGTON, Aug. 10.—"Just as soon as the congressional committees are organized," said Secretary Wilson, "I will ask for an appropriation of \$75,000 to provide additional inspection of meats." The secretary had reference to the situation in Kansas City, where it is impossible for independent packers, who supply the local markets, to secure inspection of their output.

"It is not right," continued the secretary, "for the big packers to secure a monopoly through the government's inspection, but that it a matter the city could eliminate without difficulty and at very little expense. It ought not to be necessary to have government inspection for the local trade. The municipal authorities ought to look after their own interests. At present our hands are tied. Congress took \$75,000 at first intended for us for this purpose and diverted it to the bureau of forestry. It was explained to me at the time that it would be made good at the next session. Then congress passed a law which prohibits any bureau or department from anticipating appropriations or spending any sums in excess of the amount appropriated. If we do that we will be fined and sent to jail."

In an attempt to solve the problem of adequate inspection, several schemes have been advanced at the department. One now under advisement is to charge a small fee for meat inspection. In several reports Secretary Wilson has urged congress to exact a fee for microscopic inspections. This inspection was inaugurated for the sole purpose of meeting the foreign demands and enabling Americans to sell their meats abroad.

"It is of direct benefit to the packers," said Secretary Wilson, "and those benefited should meet the cost. If congress were in session now that the discussion is on and the necessity for meeting the situation was apparent and generally understood, there would be no difficulty in getting relief."

Officials of the department will urge that a general scheme of charging for inspection, both general and microscopic, be inaugurated. More than sixty millions animals were inspected last year in fifty-one cities. The total cost of this inspection was \$781,000, or less than two mills to the animal inspected. If a fee were charged those who desired inspection, one inspector could answer for a number of butchers, each of whom slaughtered only a few hives a day. This method has already been put in operation in New York and as soon as he secures an additional appropriation Secretary Wilson will offer the same advantages in Kansas City if independent packers request it.

Many flocks are stunted the first summer by not caring for the lambs properly. They should be made to grow into stronger lambs than ever before.

The health of the hog depends very largely on what is taken into the system through the nose and mouth.



IN-DONLEY COUNTY
 Clarendon Banner-Stockman.
 Lewis & Motesworth shipped two cars cows and calves to Kansas City Sunday.

C. F. Ramsey this week delivered to Popham & Wilson at Panhandle 264 three and four-year-old steers.
 C. E. Ramsey of Lockney delivered here this week to the American Live Stock and Loan Company three cars of two-year-old steers which were shipped Wednesday to Rapid City, S. D. The price paid Mr. Ramsey was \$18 per head.
 The prettiest bunch of steer yearlings seen in Clarendon for a long time was trailed through Monday. It consisted of 1,400 JA steers, and they were being moved from Southard to the Bitter Creek pasture of Mrs. Adair.

Saturday seven cars of cattle were shipped from Giles and six from Clarendon, all going to Kansas City except four cars. The Clarendon shippers were: McClelland Bros., one car each of cows, calves and steers; Joe Horn, a car each of cows and calves; John Browder, one car calves. The Giles shippers were Thaxton, Phillips, Crwe, Locket Johnson and Shelton. The stuff sold on the market at about an average of \$5 for calves, \$2.25 to \$2.60 for cows, and \$3.25 for steers.

IN HALL COUNTY
 Claude News.
 The best sale of steer yearlings this season was made Thursday last by Bob Campbell, when he sold to Ben and Dick Kerrick his crop of forty-two head at \$13.42 around. There were not cutbacks, the entire lot going. Messrs. Kerrick intend shipping them to Iowa to fatten. The highest heretofore paid this season, so far as we have heard, was \$16. Mr. Campbell had an extra nice lot and says his calves are much better than last year.

IN SUTTON COUNTY
 Sonora News.
 J. E. Mills sold to Montie Mills a two-year-old stallion for \$100.
 J. E. Mills sold to Jeff Wagoner one mare for \$75, and to Frank Cantrell a horse for \$75.

In our report of the sale of William Strackbein's wool last week he had the price at 22½¢ when it should have been at 24½¢.

W. R. Clendennen sold to J. R. Robbias 522 lambs at \$2 and 587 grown sheep at \$3 per head.

W. E. Newton of Ozona bought 1,600 stock sheep from J. N. Cobb of Irion county.

S. B. Putman bought a mare and horse from Mrs. J. A. Parker at \$90 and \$45; also one horse from S. H. Stokes for \$90.

Bryan Williams was in from the A. D. Warren ranch Wednesday and reports the sale of six of the Warren bulls to A. F. Clarkson at \$75 each.

Carl Gunzer of the firm of C. & A. Gunzer, whose ranch is twenty miles southeast of Sonora, was in town Tuesday. Mr. Gunzer reports the purchase of the famous Billie No. 23 of the importation made in 1904 by G. A. Hoelle of Chester, Vt., from the prize winning flocks of the Hobson's of Cape Colony, South Africa. This billie is now 3½ years old and cost Messrs. Gunzer \$180. Mr. Gunzer says the goats for which they paid \$100 in California are no comparison to the Hobson, South Africa, Angora and thinks this is the best investment he has made since he has been in the Angora business. Mr. Gunzer will probably exhibit this billie at the Sonora carnival Sept. 1 and 2.

IN NOLAN COUNTY
 Sweetwater Reporter.
 Beall & Beall sold four sections of land out of the J. R. Carlisle ranch in the southern part of the country to Higginbotham Bros. of Dublin at private terms.

J. R. Carlisle came in Saturday morning from El Paso to look after his ranch interests in this county. He reports the sale of two cars of calves to Leland Howard of Roscoe at \$6 per head.

IN LLANO COUNTY
 Llano Times.
 The following stock shipments were made from Llano the past week: T. J. Moore, 17 cars of stock cattle to Encinal, Texas; Lindsey & Moore, 1 car calves to St. Louis; J. H. Ward, 2 cars hogs to Rogers, Texas; O. Bogusch, 1 car calves to St. Louis; H. Hoerster, 1 car calves to St. Louis.
 Mr. F. P. Green, the well known Burnett county stockman, was in Llano last week. He delivered 910 head of cattle to T. J. Moore, who will ship them to Encinal.

IN DEAF SMITH COUNTY
 Hereford Brand.
 T. G. Walker this week sold his one section ranch, situated 17 miles west of Hereford, to Messrs. Hasting and Howard of Bartersville, I. T., consideration \$2,500.
 Judge I. W. Stephens of the court of

civil appeals of the Fort Worth district, whose home is at Weatherford, stopped over with friends in the city Monday and Tuesday. The judge was on his way to Bovina to look after the interests of the estate of the late J. R. Couch, who was one of the owners of the V. V. N. ranch.

We understand that J. A. Johnson and J. H. Bowers, both of whom recently came here from Nacona, will stock the 7-section ranch which they have leased in Castro county with high grade sheep. Counting 300 sheep to the section, they can carry something like 2,000 head. Judging from the experiences of others, these gentlemen will doubtless find their enterprise a profitable one.

IN CHILDRESS COUNTY
 Childress Index.
 Frank Gallagher went to Fort Worth last week where he purchased 300 head of stock hogs, which he is offering for sale to our farmers. He will ship in more if there is a demand for them.
 The Index was informed Tuesday by a Garden Valley citizen that the Childress Cattle Company, owned by the Swifts, had offered to sell their lands adjoining the Valley. This company has some valuable lands over there and if they are offered for sale no trouble will be experienced in securing settlers for them. All farmers in that neighborhood would do their trading at Childress.

IN HEMPHILL COUNTY
 Canadian Record.
 The cattle that were shipped to the Kansas City and St. Joe market last week hit a pretty hard market. John Harris sold eighteen cows at \$2.20 per cwt. and eighteen calves at \$5.35 per cwt. John Palmer sold on the same market two cars of cows at \$2.25 and one car of steers at \$2.70. A. L. Bennett had three cars of cows and one car of calves, which were purchased here by Joseph Hopkins and which sold on St. Joe market at \$2.40 for cows and \$5.50 for calves.

IN NOLAN COUNTY
 Midland Reporter.
 J. C. Boone, ranching south, was up yesterday and reports everything in splendid shape. They had pretty good rains down there this week.
 Hon. H. E. Crowley got in yesterday evening from his Clabber Hill ranch, and is much pleased with conditions out there. Says he has more grass now than at any time before in three years.
 R. E. Rankin, ranching 60 miles south, has lately turned over to R. T. Reid and Clarence Scharbauer about 275 yearlings, 90 of which were purchased of C. P. Benedict, delivery made at the "O4" ranch in Ector county.

C. P. Benedict, who owns the J. H. Knowles place twenty miles south, was up Tuesday, and, as comparatively a new comer, he is more than satisfied with the outlook for the small holder. He has as fine grass and as fat cattle as can be found on the range.

Garrett & Voliva have been buying and shipping some more stuff this week. They bought two cars of calves of parties at Monahans and a car of cows and a car of calves of parties at Odessa, and from these places same were shipped to Fort Worth Tuesday. Today they are shipping two cars from here to Fort Worth.

L. C. Wall has sold his interest in the Scharbauer Cattle Company and P. Scharbauer takes his place as secretary and treasurer thereof. Mr. Wall, however, stays in the office until the first of September, when Mr. Scharbauer goes in. Mr. Wall has not sold his other range interests, and his permanency as one of our citizens is not broken.

IN PRESIDIO COUNTY
 Marfa New Era.
 Inspector M. B. Chastain has returned from a trip to San Antonio and Austin. He says about the only new thing he ran against was some extremely warm weather.

Several stockmen are now busy rounding up on their ranches, branding, and quite a large number of yearlings will be delivered next week to Murphy & Company for shipment.

During the heavy thunder and lightning storm Thursday afternoon three mules belonging to some freighters were killed in the lane a mile or two south of town. It appears there was a large bunch of mules and they got against the fence, and three were killed.

IN LIPSCOMB COUNTY
 Higgins News.
 Thomas Connell, one of the oldest and best known cattlemen of this country, sold his ranch and cattle to Meredith & Smith of Dexter, Kan., this week. Mr. Connell has a nice home

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in Canadian and will live there in the future. The terms were private, but it is thought he got a good price for both. The purchasers are men who have means to improve the land and who have had the necessary experience. They are fine men and we are glad to welcome them among us.

IN TOM GREEN COUNTY.
 San Angelo Standard.
 Hillis & Cunningham and Currier, Thames & Co. sold Thursday to Eulenfelt Bros. of Taylor \$36,750 worth of land five miles south of this city. The property is situated in the Threadgill pasture on Lipan Flat.

Claude Hudspeth of Ozona has purchased at San Antonio of George W. Taylor fifteen pure blood yearling billies at \$50 per head. These goats are out of a pure blooded billie purchased in South Africa at a cost of \$1,500.

J. W. Friend & Sons of Ozona dipped 2,500 head of cattle last week in lime and sulphur to rid the stock of ticks. This is a new test for ticks and the experiment made by this firm will be watched with interest by stockmen all over the southwest.

Richard Wilkerson, a young man about 24 years of age, employed on the R. A. Smith ranch, ten miles south of Ballinger, was killed last Thursday afternoon by his horse falling on him. He came to Ballinger from Oklahoma, but the whereabouts of his relatives is not known. The remains were buried at Ballinger.

An inch and a quarter of rain fell at Eldorado Monday morning. The rain was one of the heaviest of the season and did all kinds of good. It is expected rain also fell at other points. Rain fell in San Angelo shortly after 1 o'clock, but was so slight that it was hardly noticed. Rain fell at Sterling City Monday morning at 10 o'clock. The rain was not very heavy and did no further good than to lay the dust.

Fairly good rains fell late Wednesday afternoon at Sherwood, Menardville, Christoval and on parts of Lipan Flat. About eight miles southeast of San Angelo the rain came down in a regular torrent and did a great amount of good. The center of the rain on the Flat seemed to be on the Foote farm. Near here in a survey were Bob Hillis and W. D. Currier. The two men attempted to keep dry by crawling under the vehicle, but were unable to do so and returned to the city in the evening, soured to the skin.

IN UVALDE COUNTY
 Uvalde Leader-News.
 W. W. Threadgill of Barksdale bought from W. H. Kawlings 825 head of Angora goats. They were known as the

Charlton goats and were a good bunch of heavy shearers. They are located at Leakey and will be moved to Barksdale. The price paid was \$5 per head.

L. S. Friday, the genial gentleman who manages the J. W. J. ranch in company with R. P. Gibson, was among the visitors here on Tuesday. Louis has been at his old trick again and done some trading. He sold thirty-six head of three and four-year-old steers to W. H. Parsons at \$18 and \$24, and eighty head of ones and twos to N. M. Parkerson of Rock Springs at \$12 and \$15.50. He also bought fifty head of stock cattle from Jim Gray at \$10, calves thrown in, and fifteen from Sam Spraks at \$10. In bucks he sold twenty-two to Bee & Leopard of Comstock at \$15 and \$25. Of course there was a lot of little trades of a buck or two that Louis did not mention, but that he is still doing business is easily seen.

W. A. Bowles tells us that his milch cow came up the other night with a horn broken off close to her head. He also found several head of yearlings dead on his ranch in the past year. He knows they were killed by roping. A bunch of boys get together Sundays and other days and go out and do their devilment. It may seem funny to them, turning yearlings somersaults, but not so funny after the grand jury gets hold of them, or when Mr. Bowles makes them pay for the animals killed. Boys will be boys, we know, but when they engage in such sports and with such consequences they should be given little consideration.

IN BREWSTER COUNTY.
 Alpine Avalanche.
 J. D. Jackson shipped a car of calves to Fort Worth Sunday.

Jackson & Harmon shipped a car of calves to Fort Worth Monday.

Albert Cockrill of El Paso is here trying to bear the price of cattle.

J. A. Hanson will ship two cars of horses to San Antonio tomorrow.

W. C. Nations returned Saturday with two cars of mares, which he bought in Arizona.

Ranchmen say the screw worms are so bad that they have to postpone branding till cool weather.

Harrell & Clayin of Sanderson have bought of M. A. Ernst 600 goats and about 500 from other parties.

Jake Holderman has arrived here with about 200 head of horses from New Mexico. Seven cars are on the side track waiting to carry them to his ranch in Bee county.

W. T. Henderson sold to W. R. Brush of Newton, Kan., four carloads of black muley four-year-old steers. They were shipped from here last night. They are to me weighed and Mr. Henderson expects them to net about \$35 per head.

REMEDY FOUND FOR FEVER TICK

Texas Officers Announce Discovery of Successful Dip, Free of Injury

It is announced that a remedy has at last been found for the cattle fever tick, known to fame and science as *boophilus annulatus*. This tick is indigenous to all the southern states, and has been the cause of much loss annually to southern cattlemen for a number of years, preventing to a very large extent the introduction of improved breeds of cattle from the great breeding centers. One peculiarity of the fever tick is that its presence on the native cattle of the south does not adversely affect them. It is the cattle produced in the territory free from the presence of the tick that die from its operations, and this is the animus of the quarantine line established across the entire United States by the federal government.

On one side of this line the cattle are designated as southern cattle, while on the other side they are known as natives. This line passes through the state of Texas, embracing practically what is known as the Texas Panhandle in what is designated as the safe area, and the maintenance of this line has been the cause of much friction in the state for a number of years. The people below the line have contended that there is nothing in the tick theory, and the line drawn across the state by the state and federal governments was but an embargo upon the settlement and development of the country in the interest of the big cattlemen. The residents in the safe area have contended that to wipe out the line would result in the loss of hundreds of thousands of highly graded cattle and cause the federal government to quarantine the entire state. Two years ago the matter was fought to a finish before the state legislature, and the effort made to abrogate the line defeated.

OIL DIP HISTORY

Under the provisions of the state and federal quarantine law for a number of years cattle could only be crossed from below the line during the months of November and December, and under rigid inspection. If one tick was found in a herd of 5,000 it would be sufficient to cause the whole herd to be refused admittance into the safe area, as experiments had demonstrated that the ticks carried by the southern cattle would produce southern or splenic fever among the native cattle and cause large numbers of them to die. As a result of the fight made before the state legislature, however, the state live stock sanitary board promulgated new regulations which permit the southern cattle to cross the line at any season of the year after they have been dipped in crude Beaumont oil under the espionage of a federal inspector. These regulations were also adopted by the federal authorities, and has resulted in the dipping of thousands of southern cattle during the past season. But the result of these dippings has been disastrous in many instances, hundreds of cattle dying from the effects of the oil, which has seemed to burn their skin in many instances, and converted them into just about the most wretched specimens of the bovine family that was ever permitted to walk the earth. This fact has caused much dissatisfaction with the dipping in oil process, and has led to some further experiments that seem to promise better results.

WORK OF STATE OFFICERS

W. J. Moore of San Antonio, chairman of the state live stock sanitary board, and State Veterinary Knight of Houston have been experimenting with a new dip, the secret of which has not yet been made public, and they have just announced to the people of Texas that they have succeeded in the undertaking. The new tick-killer is a dip, and the cattle are to be immersed therein through the medium of a big vat, such as is now used in connection with the oil dip. It requires two dips to do the work, ten days elapsing between dips. The gentlemen are not ready to make public the secret of their compound, but announce that it is inexpensive, and they will soon make it known to the public. They have already experimented with some of the tickiest cattle to be found in south Texas, and have succeeded in killing every tick they carried. This has inspired new hope among the southern cattlemen, for it promises them the relief they have contended for during the past several years without the danger of loss that has attended the oil dip since its introduction.

Under the old regime southern cattle could only be sold in the big markets for immediate slaughter, but when they have been successfully freed from ticks they will be free to enter into active competition with all the stuff produced in the safe area, and can go all over the country to be used for stockers and feed-

CANCER AND TUMORS

All kinds of cancer and tumors treated without pain. No knife or plaster used. Pay when cured if desired. Book of nearly 100 illustrations with testimonials free; the greatest book ever sent out by any doctor. Call or address Dr. J. C. McLaughlin, suite A, 208 Junction building, Ninth and Main sts., Kansas City, Mo.

ers. That is the point of direct interest to the man who is producing cattle below the quarantine line, and the great majority of cattle bred in Texas are bred below the line and have consequently suffered from restricted markets.

DISCUSSING THE LAW

Expressions were obtained from several prominent cattlemen on the Fort Worth market Monday, whose experience may be taken as adding weight to their words, as to the operation of the "twenty-eight-hour law" in the shipment of Texas cattle. The law requires that cattle in transit must be taken from the cars and given food and water once in every twenty-eight hours that they remain freight.

A. T. Wooten, who ships regularly from this city, said that since the passage of this law he has consigned cattle to shippers' points for which shipments he was charged with food and water, which the cattle never received. For the water no charge was made, but Mr. Wooten appeared to doubt his cattle having ever received either the water or the food for which he paid and which constitutes one objection made by this ranchman to the ruling.

"The hardest part about this twenty-eight-hour law," said Mr. Wooten, "is this: When your destination is about a thirty or a thirty-five hour run, then you've to stop at a twenty-eight hour limit point and water; you see that loses the shipper the 'fill' that would be gained by water used at the destination point. And you might miss your market, too, by reaching your limit on Saturday evening and stopping, when, if you could run on through, you would make your market in time, instead of having to wait over until Monday morning. No sir, I don't like any such law."

Mr. Wooten lives in Tarrant county, fifteen miles south of Fort Worth.

Joe P. Farmer was asked for an opinion on the law from the viewpoint of a stockman, and replied in a measure in the same strain as had Mr. Wooten, but said that the worst part of the arrangement under which cattle are shipped is the freight rate.

"Under the old carload rules," said Mr. Farmer, "the shipper could load 22,000 pounds and pay a minimum of 49 cents on shipments to St. Louis. In this way he gained about a thousand pounds 'fill' upon weight on buyer's scales. Now the carload rules cut him down to twenty-one head of 700-pound cattle, so that half of the cattle may lay down in the car during transportation. This half is enabled to get rest during the trip by this means, but it's a mighty costly rest to the shipper, who is bound to give up for the minimum carload rate on only twenty-one head. That makes it worse than bad on the shipper."

Mr. Farmer lives five and a half miles west of Fort Worth.

By the term "fill" used above, the following explanation may be of interest: It has a literal meaning, water weighs more than hay.

"I wouldn't give 'em a blade of hay unless it made 'em drink water," said another cattleman yesterday.

If cattle are weighed hungry the freight is several hundred pounds less on each carload. If cattle are fed and watered en route to the market, they eat and drink less at their destination, and the increase in weight at that destination is what is known as the "fill." They weigh more full than empty.

NEW SHIPPING ORDER

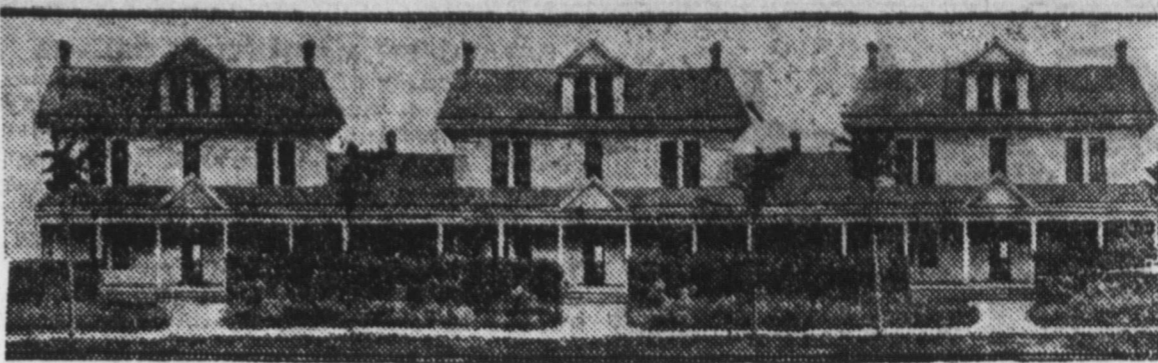
Dr. Salmon's proposition to require that each car of cattle shall be loaded so that one-third of the animals can lie down at once is a regulation that is not apt to meet the approval of stockmen.

In a thirty-six foot car regulation calls for only twelve cattle of an average weight of 1,800 pounds and a limit of twenty-three cattle of an average of 700 pounds. That means that cattle shippers are expected to load only 16,000 pounds in a thirty-six foot car. With the railroads charging shippers a minimum of 22,000 pounds and the government requiring them to load not more than 16,000 pounds it can easily be seen that the cattle shipper would be put out of business by the freight he would have to pay for, but would not be allowed to ship. At least, that is the way it seemed to all of the stockmen the Live Stock World was able to interview on the subject. No one doubted the proper intentions of Dr. Salmon, but his judgment in this matter was quite seriously criticised. Expert stockmen here at the yards do not hesitate to say that the requirement that one-third of the cattle be allowed to lie down at once is utterly foolish and impracticable. Four-fifths of the cattle would not lie down if they had a chance during a twenty-eight hour run, and those that did would very likely be injured and suffer vastly more from being stepped on and bruised by the other cattle than if allowed to stand up forty-eight hours. It looks to the practical stockmen here as if the department of agriculture had made a great mistake in putting out this regulation.—Chicago Live Stock World.

FANNIN COUNTY HOGS

J. R. Splice arrived in the city Monday morning in charge of a carload lot of hogs, consigned by Shirley & Zieneger of Honey Grove to Davis & Hamm of Fort Worth. Mr. Splice said that he supposed the shippers, his employers, had wanted to take advantage of the recent advance in the price of hogs, which occurred during the past week. On Saturday the top price was hovering around 6 cents, with strong demand and good outlook, but, according to R. F. Butts, buyer for Swift & Co., Monday's market was steady with no marked undertone and the demand only regular.

As the season advances and the weather grows cooler, the quality of shipments and droves will grow better accordingly. Only a small per cent of the hogs



CENTER AND WINGS COMPLETED—END ROOMS TO BE ADDED.

White Sanitarium, Dallas, Tex.

DRUG, ALCOHOLIC OR TOBACCO HABITS CURED, PERMANENTLY AND PAINLESSLY, BY A PERFECTLY HARMLESS TREATMENT IN A WEEK TO TEN DAYS. CURES NEURASTHENIA, TONES UP THE SYSTEM AND RELIEVES IT OF ALL POISONS. OUR TREATMENT HAS BEEN SUCCESSFULLY USED FOR YEARS. WE HAVE AMPLE ACCOMMODATIONS, AN IDEAL LOCATION, AND KNOW OUR BUSINESS FROM PRACTICAL EXPERIENCE, TESTIMONIALS FROM RELIABLE PEOPLE IN ALL SECTIONS OF COUNTRY ON FILE. WRITE FOR FURTHER INFORMATION. ALL MATTERS PERTAINING TO BUSINESS STRICTLY CONFIDENTIAL.

WE HAVE THE UNQUALIFIED ENDORSEMENT OF THE CLERGY AND ALL PHYSICIANS WHO KNOW US.

NO PAY UNTIL CURED.

WE PUBLISH BELOW SOME STATEMENTS OF PEOPLE WHO KNOW US.

Dallas, Tex., Aug. 5, 1905.—White Sanitarium, Dallas, Tex.: Gentlemen—Since I have been engaged in the practice of medicine I have treated inebriety in various forms, whisky and drug addiction, also I have investigated as fully as I could every cure offered the public for these addictions. I recommend yours as best of any known to me. The effects are marvelous. Your patients suffer no inconvenience and leave you rejoicing. Very truly yours, J. H. KEEVER, M. D.

Dallas, Tex., Aug. 5, 1905.—To Whom It May Concern: It gives me profound pleasure to state that the White Sanitarium for the cure of whisky and morphine is located near my institution and that I am thoroughly familiar with the good work being done there for unfortunates. They are speedily and permanently cured, as I have in numerous instances observed. I regard the method used there as the most perfected one of the times. It is quick, safe, efficient and permanent.

J. R. BRIGGS, M. D.,
Medical Director Briggs Sanitarium.

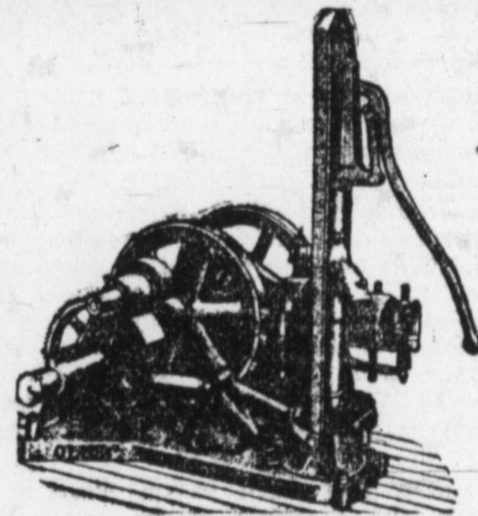
Station A, Dallas, Tex., Aug. 5, 1905.—Messrs. White Bros., Dallas, Tex.: Gentlemen—I have closely observed your treatment of whisky and drug habits. It is safe, quick and efficient, and I indorse same. Very truly yours, W. D. EVANS, A. M., M. D.

Clarendon, Tex., June 1, 1905.—This is to certify that we personally know White Sanitarium of Station A, Dallas, Tex., and commend these gentlemen in their work. We have seen this treatment demonstrated and know of some remarkable results. We had a church member who would fall periodically in spite of all that could be done; he claimed his trouble was inherited, and we believe it was. Your treatment soundly cured him. We know of some homes made happy by your cure where drugs had robbed humanity of all that was good. We have known each of the White brothers for some years, and have found them to be honorable and upright—men worthy of the confidence of the public. Very truly,

G. S. HARDY,
President Clarendon College.

JAMES M. SHERMAN,
P. E. Clarendon Dis.

OLDS Gasoline ENGINES



FOR ALL POWER PURPOSES.. The Olds Gasoline Engine has been adopted by the U. S. Government. Write for catalogue and prices.

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Mention The Stockman-Journal.



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H. & T. C. R. R.

before you decide on the route.

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PULLMAN SLEEPERS between Houston and Austin, Waco, Fort Worth, Denver, via H. & T. C. to Fort Worth, F. W. & D. C. (The Denver Road) and Colorado & Southern to Denver. Galveston and Dallas, Denison, St. Louis via G. H. & N. to Houston, H. & T. C. to Denison and M., K. & T. to St. Louis.

For further information see ticket agent or address

M. L. ROBBINS, G. P. A., Houston, Texas.

received here during this season have been slaughtered. They were, for the most part, shipped for fattening and will be killed for reshipment later in the season. Assistant Inspector Irvin Owens, who is

now assigned to duty at the Armour & Co. packing house says that the general run of the hogs killed in Fort Worth the year round is good; better than elsewhere. Advantages are better here and a better quality of meat is the result.

KEITH FURNITURE

Write for Keith's Furniture Catalogue No. 55F

Sent free to intending purchasers. Contains 475 faithful illustrations showing the best choice of patterns on sale in 1905. We offer an enormous and varied stock in strictly reliable furniture.

We pay freight anywhere, guaranteeing safe arrival at your railroad station. Each and every piece is guaranteed to be exactly as described or money refunded.

The variety and quality we offer, our prepayment of freight, and our iron-clad guarantee of safe arrival, constitute an opportunity for reliable furniture investment not elsewhere obtainable.

Everything we sell is of the Keith quality, standard for more than 25 years; everything we sell is sold on the Keith principle—an earnest, careful and conscientious effort to please and satisfy in all particulars.

Robert Keith
Furniture and Carpet Company,
Dept. 55 Kansas City, Mo.

THE SHORTHORN AS A DAIRY FIXTURE

Disposition Has Been to Neglect This Great Attribute of the Animal

On account of the many changes that have been made in Shorthorn breeding, the dairy or milking character has been neglected, and the beef-producing character specifically developed. In England, the home of the Shorthorn, most all breeders took great pride in the milking quality of their herds. The cow had splendid udders and much more milk than their lusty and growthy calves could take, many cows giving as much as two gallons of milk after the calf had taken its fill. This surplus was made into butter or sold and made a handsome side-profit from the herd and farm.

The introduction of special dairy breeds into this country has had the tendency to lessen attention to the dairy quality of the Shorthorn cow.

In the early history of the Shorthorn breed the dairy quality was specially developed. The milking quality of the cow depended more on the breeder than on the special family to which the cow belonged, many breeders making special efforts to develop the dairy character of their herds, while others permitted that important quality to become dormant by neglect.

The Bates Shorthorn cattle were regarded as the standard dairy cattle in this country, and many families became noted for their fine udders and the large quantities of milk given with its large content of butter-fat.

Some of the most noted strains or families of milkers were the Princess, tracing to Imported Lady Sale 2d by Earl of Chatham (10176); Imported Belina by Burmpton (54); the Lady Bates family, tracing to Imported Filbert by 2d Cleveland Lad (3408). The Waterloo family owned and bred by the late Colonel H. N. Vall, developed some wonderful milkers, many of his cows giving a two-gallon pailful of milk after the calf had taken its fill. The Mrs. Mott family were as a class fine milkers, though regarded as unfashionable by some breeders. Other families might be named, but the fact is that the Shorthorn families have been interbred so that a family name does not count for much.

The only safe way for our correspondents to adopt is to buy the animal that shows the dairy quality well and strongly developed. Breed to a sire whose dam was a fine and heavy milker. Do not allow the calves to run with their dams; milk the heifers with their first calves as long as any milk can be obtained from them; and our correspondent will soon have a herd of Shorthorn cattle that will be fine milkers and great beef-producers. He should recollect that it is much safer for a beginner to buy developed cows than to buy heifers.

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MAKE MONEY ON THE SIDE. Our plan for starting beginners in a "sure winner." We furnish everything. Money comes with orders. Enormous profits. Start on small capital and increase the business from profits. You can make big money attending to the work evenings, in your own home. When business grows, drop other employment and devote your entire time to your own business. We tell you how for a two-cent stamp.

FRANKLIN-HOWARD CO., Dept. D., Kansas City, Mo.

RANCHMEN MARKETING CALVES

J. W. Yokley of Rhome, Texas, who arrived with a bunch of cattle Tuesday morning overland from his place in Wise county, says that he has been living near enough to drive his cattle to this market for the past eight years. During the period of his residence in this section Mr. Yokley states that he has never seen so many fine young calves thrown into the market in comparison to the number of steers or cows offered.

"The shipments into Fort Worth during the months of July and August are never very heavy and are never expected to be so," said the Wise county rancher, "but they tell me that between thirty-five and forty car loads of young calves arrived in this yard since Sunday night."

Pointing to a nearby pen containing about forty beeves in embryo, Mr. Yokley continued: "The most of those calves would be worth a great deal more next fall without even taking into account that they should not be sold then. I don't really see why a man will sell such little fellows."

It was suggested to Mr. Yokley that perhaps veal was bringing a fancy price, to which he only smiled and said: "Maybe so, but if I had a few hundred of the little fellows no ordinary price could tempt me to part with them."

Asked as to the general condition of the range in his section, Mr. Yokley said: "The range looks well—better than for at least the two past years, but say—you just ought to see the little town of Rhome. That place is almost as full of weeds as Oak Cliff." Asked how that could be, Mr. Yokley made the explanation that the Rhome people had voted down the town cow, and as a result the weeds were "about to take the whole place." "If you drive a herd of cows through those weeds you'll be sure to lose a few head at any rate," said the cattleman, "and, if you should stay all night, I wouldn't be surprised half of them would be lost from themselves before morning. But," he added, "the thing over which I am worrying is to see so many hundreds of good calves turned loose in the market in the middle of the summer," and he began the preliminaries to what proved to be a profitable sale of the cattle he had driven in from Wise county.

LET BULL KILL HIM

EL PASO, Texas, July 18.—Reliable dispatches from San Luis Potosi, Mexico, tell of the sensational suicide of Jorge de la C. Cabrera, one of the owners of La Morea hacienda, who invited a throng of friends to witness his death at the horns of a mad bull.

Three days earlier the vaquero reported to Cabrera that the bull was in man-killing temper, and threatened to do great harm to attendants.

"Pooh," said Cabrera; "I'll tame the beast."

He issued invitations forthwith to scores of relatives and friends to see the sport. Gaily attired they assembled at his handsome villa. After toasting the host in champagne the party repaired to the corral. When the bull was seen in a heavily-barred pen snorting with rage and clearly unmanageable, friends tried to dissuade Cabrera. He laughed them to scorn and vaulted the bars of the corral, giving word to the attendants to let down the bars on the opposite side and allow the beast to enter.

The savage beast dashed toward Cabrera. Then for the first time Cabrera's suicide intent was seen.

Instead of pursuing any of the bull-fighting tactics, he threw out his arms and allowed the animal to catch him full in the chest, while a smile curled his lips. He was tossed twenty feet, and the bull charged him again, flinging him high in the air. The third time the bull's horn transfixed Cabrera's chest.

With poles the horrified guests attempted to rescue their host, but it was only when the bull was killed with gunshot that the body could be reached with safety.

Cabrera was still living, but to all questions as to his motive he only smiled, while his face was horribly contorted with pain. He died a few minutes later without disclosing his secret.

Cabrera was a man of much property and had always been lavish in entertainment of his neighbors and friends.

MEXICAN CATTLE IMPORTATIONS

The report of the government inspector of this district mailed to Washington recently, shows that 41 horses and 832 cattle were imported from Mexico during the month of June. The importations of mules were 4.

The horses came through the following points:

San Diego 35, El Paso 2, Nogales 2, Eagle Pass 2. California took 37 of the horses for work, Texas took 3 for grazing and 1 for breeding. The mules came through Nogales, and went to California. The cattle came in these numbers, classified, and through these places, as follows: Aged steers—El Paso 4, Nogales 133, total 137. Three-year-old steers—Nogales 122, San Diego 66, total 188. One-year-old steers—Nogales 91, San Diego 48, total 139. Cows—El Paso 2, San Diego 51, total 53. Calves—Nogales 91, San Diego 1, total 92. Stags—San Diego 8.

Total through inspection points: El Paso 6, Nogales 652, San Diego 174; grand total 832.

California got 652 cattle for grazing and 174 for slaughter, and Texas got 6 for grazing.

SMALL CALF CROP

J. M. Slaton of San Angelo was on the Fort Worth market with a string of cattle Thursday that sold for satisfactory prices. Mr. Slaton reports conditions as fine all over the San Angelo country, but says the unusual scarcity of cattle in the country is what is accountable for these favorable conditions, as grass is

Mr. PIANO Buyer



Have you observed that sometimes a young man loves his sweetheart so intensely before marriage that afterwards he has no affection left for the wife? Have you also observed that some merchants before effecting a sale will talk mighty sweet and make many promises, but after the sale is made, interest is lost in the buyer and in the article sold, and the promises forgotten? We believe in saving some of the pretty talk and good treatment of our customers so that it will continue throughout all dealings with us. We believe in doing, not promising. As a rule we don't make promises; when we do, we keep them. For forty years we have been selling reliable pianos, and our honesty is well known. If you like our policy, write for catalogue 180.

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Galveston Houston Austin Waco San Antonio.

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STOCK YARDS, GALVESTON. Correspondence Solicited. Prompt Returns.
A. P. NORMAN, Sec'y and Treas. W. T. PEARSON, Salesman. C. P. NORMAN.

CATTLEMEN START FOR CONFERENCE

Important Meeting at Chicago Will Be Attended by Local Delegation

Fort Worth's delegation to Chicago to attend the reciprocity convention and also to attend the twenty-eight hour conference left Saturday night over the Rock Island. In the party were Vice President S. B. Hovey of the Rock Island and Vice President and Traffic Manager D. B. Keeler of the Denver Road, besides Sam Davidson, Captain B. B. Paddock, J. E. Hovenkamp, Marion Sansom and Messrs. Burney and Corn. Mr. Keeler was in the private car of the Denver Road, accompanied by several friends.

In the same train was the party of Eagles, numbering about fifty, en route to the national convention, which convenes in Denver Monday. They occupied a special Pullman and came from various parts of the state. The degree team of the local aerie, eighteen strong. The Eagles will reach Denver Monday morning.

good and no cattle to make use of it. "We have had a small crop of calves," said Mr. Slaton to a Telegram and Stockman-Journal reporter. "And shippers commenced early to rid the country of the surplus cattle with the result that we have more grass than cattle, and for the first time since I can remember. Most of the cattle were shipped early to northern pastures, the rest being picked up in very small bunches and shipped to market."

Rogan & Simmons

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Rooms 9, 10 and 11, First National Bank Building.
AUSTIN, TEXAS.

4 POSTAGE will mail us your old Stetson Hat, which we will make look like new and satisfaction guaranteed.

WOOD & CO.,
Men's Practical Hatters, 710 Houston.
Fort Worth, Texas.

\$425,000 ACRES GOVERNMENT LAND

To Be Thrown Open for Settlement, Aug. 28, 1905.

A Splendid Opportunity for Homeseekers to Locate in a Most Favored Portion of the Northwest

Advices are received to the effect that the Uintah Indian Reservation in Utah will be thrown open by the government for settlement on Aug. 28 and that on account of same individual registrations for the land will commence Aug 1 at Grand Junction, Col., and at Vernal, Price and Provo, Utah, such registrations to close Aug. 12.

Drawings to determine the order in which selections of the land may be made, will be held at Provo, Utah, commencing Thursday, Aug. 17, and the applications of those participating and drawing numbers from 1 to 50 inclusive, must be presented at Vernal, Utah, Aug. 28, when they will be considered in their numerical order during the first day; the applications of holders of numbers 51 to 100 inclusive to be presented on the second day, and so on until all numbers have been disposed of.

Between the time of registration and the drawing, applicants will be given certificates permitting them to examine the lands. All applications for entry must be made individually, and cannot be made by agents or representatives except in the cases of honorably discharged soldiers and sailors, who may submit proofs of their qualifications through agents of their own selection. No person, however, will be permitted to act as agent for more than one soldier or sailor. The reservation is reached to advantage via a new transportation line from Mack, Col., known as the Uintah railway, also by stage line from Price, Utah, a station on the line of the Denver and Rio Grande railroad.

On this account and in order to admit of interested persons participating in the very unusual opportunity thus presented, at nominal expense, the Fort Worth and Denver City Railway (The Denver Road) will sell round trip tickets from Texas points daily at rate of one fare plus \$2 for the round trip, with a return limit of sixty days from date of purchase, and will also afford the privilege of stop-overs going and returning in order to facilitate the interests of those desiring to investigate and file claims.

Details regarding the best plans of procedure in order to secure parts of the property will be supplied free of cost by A. A. Glisson, general passenger agent of the Denver Road, at Fort Worth, Texas, upon application. The lands referred to are in many respects extraordinarily good and, as this is probably the last opportunity of the kind which will be afforded for many years to come, it goes without saying that an immense interest will be found in the opening by parties from all sections of the country.

Ranchmen will do a wise thing to ship only such cattle as are in good marketable condition.

With the Cattlemen

RAILWAY MAN'S VIEWS

A prominent railroad official in Fort Worth gives a few reasons why the twenty-eight-hour law is oppressive to the transportation lines. He says: "It is beyond all human power for the railroads to provide the necessary facilities for handling shipments in an effort to carry out the provisions of the law to the letter. It is simply impossible to do so. The law is so unreasonable. Railroad companies will be unable to provide pens at all points to market at such points where the limit of the twenty-eight hours ends, from the simple fact that cattle originate at so many different points on a road, making such action on the part of the roads a matter of impossibility and, as a result, the railroads are up against a question they will be unable to solve. The railroads have no desire to violate the law, but there is not a railroad company in the United States that the law will not affect. Pens are being constructed all over the country and millions of dollars will be required for these improvements. The penalties apply even in cases where shipments are delayed in reaching pens one minute or a fraction thereof. There is no variation. This makes the law a hardship on the shipper as well as the railroads, for in many cases the owner of the cattle desires that his stock shall go through on as quick time as possible. Where a shipment is delayed in transit for wrecks or other causes the government thus far has refused to accept any excuse, and has imposed fines, the minimum of which is \$100 and the maximum \$500. This fine is for each offense, and is applied to each car of stock—not as a trainload."

FEVER IN KANSAS

TOPEKA, Kan., Aug. 14.—Texas fever has appeared in a herd of 400 cattle at Grand Summit, Kan., near the Oklahoma line, and J. B. Baker, state live stock inspector, has quarantined the animals. Thirty-three of the cattle have the fever. A few have died with the disease.

"This is the first appearance of the Texas fever in the state this year," said Mr. Baker, "and I do not think there is any danger of its spreading. The federal authorities also are watching the cattle."

The cattle were shipped to Kansas 110 days ago, and it is not now understood how they became infected.

PLEASED WITH FORT WORTH

Clem Fangman of Pilot Point, Texas, yesterday paid his first visit to the Fort Worth stock yards. He was formerly a resident of DuBuque county, Iowa, and moved from the state into Kansas, coming to Texas several years ago, since which time he has made his home in Denton county, "because," as he stated to a reporter for The Telegram Monday morning, "a prospecting trip over this part of the Lone Star State showed me that if any place under the sun is entitled to the name of 'God's country' that is North Texas—the garden spot of the whole southwest yes it is."

Mr. Fangman spoke of the comparative growth of the cities of Kansas City and Fort Worth in a manner showing at once close observation and a judicious estimate of the relative progress of the different portions of the western country.

"Kansas City had more than 20,000 population," said Mr. Fangman, "before they had any street cars, water works or electric light and, as for this town, why Fort Worth had a metropolitan brand on each shoulder long before any such thing as an interurban electric line was even thought about."

"They tell me that the two packing houses here are going to fix some arrangement destroying the smell common to such places so that it won't extend any further than the quartering room and vats. In this connection, it is a well known fact that in Kansas City up to a few years back the smell was much more penetrating than it is here today, and the weather of today is very close to the limit of endurance in my opinion and feeling."

"Yes, sir, I think Fort Worth is the coming city of North Texas and of the entire southwest, in every respect. All the people up in my county look on Fort Worth as a city where things are being done every day, instead of being talked about at receptions and dinners."

PASSING OF BIG RANCH

An item of news that will be of general interest, especially to citizens of Fort Worth, who were formerly actively engaged in raising cattle in this section of Texas, reached this city yesterday in the statement that active preparations are now in progress looking to the disintegration of the Light ranch in Denton and Cook counties. Previous to the death of Colonel Light many efforts were made to secure portions of the land comprising his pastures, which were considered quite valuable for farming purposes, but to all proposals the old colonel turned a deaf ear being in every sense of the word a cattleman, although there were formerly sold tales of almost fabulous prices offered for certain parts of the ranch by landed farming proprietors residing in the two counties.

For several years after the death of Colonel Light his sons, George and Dave Light, refused to consider any propositions offering to purchase either a part of the ranch or the entire tract, of several thousand acres, but, during the past eighteen months it is said they have decided to sell the entire tract in small farms of from sixty to 150 acres each.

Preparations are now going on which, when completed, will see the ranch divided up, part being sold in a lump and

the remainder being divided into twenty farms upon each of which are being erected comfortable dwelling houses. Whether all of these will be sold or rented remains to be seen, but the Light Brothers are disposing of their holdings with a view to moving to San Antonio, where they will probably engage in banking.

ARKANSAS AFTER PACKERS

LITTLE ROCK, Ark., Aug. 15.—Three more suits were brought yesterday by the state in Pulaski circuit court against alleged trusts as follows: Hammond Packing Company, Cudahy Packing Company and Swift Packing Company.

Each corporation is sued for \$60,000 penalties and forfeiture of authority to do business in the state. It is alleged that the corporations were in business in Arkansas on Jan. 23 and March 25-31, inclusive. There are two counts in each complaint, reciting that the companies violated the law by doing business in the state while a member of a combination to control the selling price of meats and by being a member of a combination to control the price to be paid for cattle.

SWATTING PRIVATE CAR LINES

WASHINGTON, Aug. 15.—Private car lines owned by the Swift and Armour Packing companies will be driven out of business as a result of the agitation against them and the investigation conducted by the interstate commerce commission with a view to prosecuting them for violating the anti-rebate law.

Notice has been served by the commission on all the railroads which have exclusive contracts with the private car lines that the trunk lines will be held responsible by the government for giving of rates where goods are transported in the cars of the private lines.

This notice has had a beneficial effect and three lines—the Michigan Central, Pere Marquette and Union Pacific—have declared they will not renew their contracts with the private car monopolies, and that they will provide their own cars for the transportation of fruits and other perishable products.

The Michigan Central and the Pere Marquette have notified the interstate commerce commission they will make an icing charge from points in Michigan to Boston of between \$25 and \$30, instead of \$55, the rate charged by the Armour line. In the opinion of the commissioners, the fight against the private car lines is won. Immunity from punishment has practically been promised the roads for past violations of law if they live up to promises they have made regarding the establishment of their own lines and the rates.

The investigation conducted by the commission will be continued and proceedings will be entered against the roads if there is a failure to fulfill the promises the railroads have made.

CUTTING DOWN HERDS

"The fact of the matter is," said C. H. Barrett of the firm of Barrett & Russell of Higgins, Texas, to the Drovers Telegram, "there are no more cattle left in that country. The people have been cutting down their cattle herds for several years, and branching out in farming, until they have run the cattle all out of the country. No more open range is left, and every man who owns cattle must own his own pasture, so that it is getting down more and more to that point where there will be fewer cattle raised each year. I think it would be safe to state that there are not half the number of cattle in that part of the country that there were a year ago. That is a big falling off, but it is a fact, and they are still cutting them down. Good crops were raised all over that country this season. Wheat, oats and corn, as well as a great deal of rough feed made up the list. If the same conditions prevailed all over that country, it would be a short time until that would bring prices up to a point where there would be a profit in the cattle business."—Chicago Live Stock World.

A DASHING YOUNG FELLOW

Have you decided where you will spend the rest of the summer?" asked Smithers.

"I think I'll go to the Robb house up in the Bush mountains, on the Pokenloaf railroad," replied Mrs. Smithers.

"I don't think you'll like it there. You can't get anything to eat at that hotel, the mountains are nothing but small hills and the railroad is the limit. I went there once, and I couldn't stand it more than two days. The whole region on that road is on the blink."

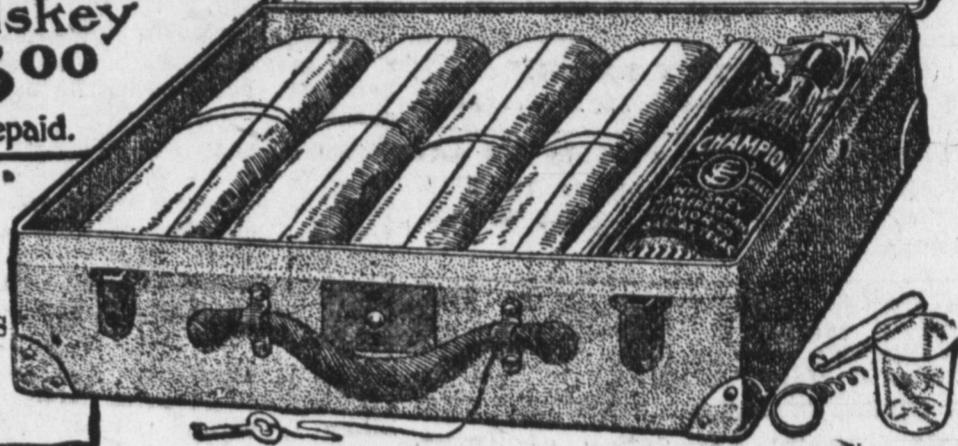
"I don't care what you say about it, Henry Smithers, that railroad gets out a prettier guide than any of them, and I'm going there."

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THE W. H. POMEROY COMPANY, National Stock Yards Illinois.

TEXAS STOCKMAN-JOURNAL.

FORT WORTH, TEXAS.

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Cattle Raisers' Association of Texas.
OFFICERS:

President—W. W. Turney.....El Paso
First Vice Pres.—Ike T. Pryor.....

.....San Antonio
Second Vice Pres.—Richard Walsh
.....Palodura

Secretary—John T. Lytle..Fort Worth
Treasurer—S. E. Burnett..Fort Worth

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.

TRAVELING REPRESENTATIVE

Colonel C. C. Poole is the duly authorized traveling representative of this paper, and as such has full authority to collect subscription accounts and contract advertising.

TEXAS STOCKMAN-JOURNAL.

It is our aim not to admit into our advertising columns any but reliable advertisers, and we believe that all the advertisements in this paper are from responsible people. If subscribers find any of them to be otherwise, we will esteem it a favor if they will advise us. We accept no "fake" or undesirable medical advertisements at any price. We intend to have a clean paper for clean advertisements. Our readers are asked to always mention The Stockman-Journal when answering any advertisements in it.

STILL AFTER THE RAILWAYS

Judge S. H. Cowan of this city, attorney for the Cattle Raisers' Association of Texas and the American Live Stock Growers' Association, has just completed a very important piece of work relating to the fight the cattlemen are prosecuting before the interstate commerce commission for a reduction in live stock freight rates. Judge Cowan was instructed at the last meeting of the stockmen held in Denver to make a complete and thorough research into the situation and collate his findings and deductions in such form as would enable them to be presented for the consideration of the commission. He has been engaged in this work almost to the exclusion of all else for several months, and it is complete and comprehensive in its every detail.

The report will be filed as the finding in fact of the suit that has been before the interstate commission for two years at the instance of the Texas cattlemen, and is the most extensive investigation into live stock rates ever attempted. This case has already been argued before the commission at great length, numerous hearings have been granted, and a decision is expected some time during the coming fall. This will affect the live stock business from all points in the west in the matter of shipments to market. The findings of Judge Cowan go back to the earliest days in the history of the western cattle industry and are brought comprehensively down to the present time. They are in part as follows:

"The interstate commerce commission is asked to find:
"First, that the rates on live stock in effect from Texas previous to December 15, 1899, were sufficiently high to afford a reasonable compensation for the service and that the advance of 3 cents per 100 pounds made about Dec. 15, 1899, and the further advance of 3 cents made about March 5, 1903, were unjust and unreasonable. About the same finding is asked for Oklahoma, Indian Territory and New Mexico.
"Second, that the advances made in changing the basis of rates from dollars

and cents per car to cents per 100 pounds, Aug. 10, 1897, were unjust and unreasonable.

"Third, that the rates in effect previous to the change on Aug. 10, 1897, from said Colorado and western Kansas points were sufficiently high to afford a reasonable compensation for the service.

"Fourth, that the rates from points in Colorado and Wyoming to the markets which are still in dollars and cents per car, are just and reasonable; and the changes from that basis to cents per 100 pounds in the rates from Utah, Idaho and Wyoming to Chicago, and from South Dakota to Chicago and Missouri river markets effected an advance which rendered said rates unjust and unreasonable.

"Fifth, that the present rates to the markets at the Missouri river from Cheyenne, Wyo., of 23 cents to South Omaha, and 30 cents to Kansas City are just and reasonable. That the rate of 49 cents from Cheyenne and other Wyoming stations to Chicago is unjust and unreasonable.

"Sixth, that the just and reasonable relation of the rates from Cheyenne and other Wyoming points, and from points east and west of Colorado common points, and from Utah and Idaho to South Omaha and Chicago is that the rates to Chicago should be 16 cents per 100 pounds more only than to South Omaha as is the case from Colorado common point territory.

"Seventh, that the rates from Denver and Colorado common points of 33 cents to Missouri river markets, on lines of the Union Pacific railroad and Burlington railroad subjects Denver and the locality taking Denver rates and shippers therefrom to an unjust and unreasonable discrimination and disadvantage.

"Eighth, that the rates from the Black Hills district, Chadron, Neb., to Belle Fourche, inclusive, and from Crawford, Neb., to Deadwood, inclusive, should be to Missouri river markets 7 cents less than the present rates and to Chicago 3 cents less than the present rates.

"Ninth, that the rates from points in eastern Wyoming on the Colorado and Southern railway, on the Cheyenne and Northwestern railway, and on the Burlington system, Guernsey line and on the main line south of and including Newcastle, should be on the same basis as the Cheyenne rate to South Omaha, and not higher than 16 cents additional to Chicago.

"Tenth, that the advances in the stock cattle rates from the state of Texas and territories of New Mexico, Oklahoma and Arizona to points in Colorado, Wyoming, South Dakota and Montana are unjust and unreasonable to the extent of \$12.50 per car, and the said rates now in effect are unjust and unreasonable."

Judge Cowan has acquired a national reputation from the very able manner in which he has handled this great fight for the cattle interests of the country. He has met the ablest attorneys the railway interests could produce at the different hearings granted by the interstate commerce commission in these matters, and has never yet failed to meet their every argument with such facts and figures as have proven a genuine revelation to the railway people themselves. They wonder that one man should have been able to have such a mass of reliable information at his very finger tips, and they have seen practically their every contention completely refuted. And Cowan has never lagged in the long hard fight. He has gone into every ramification of the situation with that dogged determination that is so essential to success, and as a result he is feared and respected more by the railway interests of the country than any other attorney.

The cattlemen are thoroughly in earnest in the matter of this effort they are making for a reduction in live stock freight rates, and although progress has been slow and they have been hampered by all the dilatory tactics that could be brought to bear on the situation by the railways, there has been no abatement of the determination to prosecute the case to a final issue. It is generally believed that the decision this fall will be in line with what the cattlemen are contending for.

THE STATE SCHOOL LAND

The fact that the state of Texas is offering to sell 6,000,000 acres of school land to the actual settlers the first of September at a minimum price of \$1 per acre, is creating a great deal of discussion in the east, and a number of suggestions are being made Texas in the matter at the hands of some parties who evidently desire to keep in touch with the situation. S. Pauli is a New Yorker, who has just written a letter to the New York American and makes the suggestion that instead of selling this land the state lease it in perpetuity, and the New York paper in commenting on the suggestion says:

"The state of Texas proposes to sell this land at a very moderate price. Mr. Pauli asks why it would not be better to lease the land in perpetuity with the right to periodically increase the rental. The state offers this land now—6,000,000—at \$1 an acre. Our correspondent asks why not rent it for 5 per cent on that amount? It is the desire of the state to secure settlers, certainly these settlers can be more easily secured by renting them land than by exacting \$160 from each man who wants 160 acres. And as the settlers come in, the land, so our correspondent suggests, will become more valuable and the income to the state will be increased. So far as the occupier of the land is concerned under such a

system, he would be no worse off than if he had bought the land. Indeed, he would be better off, for the money which he would have to pay the state for a full title he could use to build his cabin and put up his fences. If anything went wrong, his lease would be as salable as his land.

"This is the view of a correspondent of the American. For our own part, it seems to us to be very well taken. If the state of Texas wants the greatest number of actual settlers rather than a few owners of great ranches, its authorities might well take this proposition into consideration."

The great trouble with our esteemed New York friends is that they do not understand conditions in Texas and know absolutely nothing of the land in question. If the bulk of this land was located in the agricultural portion of the state and was susceptible of the highest agricultural development, there might be something in the suggestion made. But the great bulk of this school fund endowment lies out in the arid districts where agricultural development is so limited as to be practically impossible. There can be no questioning the fertility of the soil, for it is as rich as the mind of man can conceive of, but the very essential factor of moisture is very deficient. On a great deal of this land forage crops can be grown almost any year, from the fact that there are few years in which there is not sufficient precipitation to insure a fine growth of sorghum, milo maize and Kafir corn, and an ordinary year enough feed can be raised to run a small stock farm for a period of two years. This land is only capable of development from a stock farming standpoint. There must be a combination of stock raising with the limited agriculture that can be indulged in, and the grass that is indigenous to that section has been so closely grazed as to necessitate large bodies of land for the accommodation of comparatively few cattle. There are lots of sections of land included in the state's present offering that will not afford sufficient grazing for a strong and vigorous goose.

This land has been under lease for many years to the cattlemen of west Texas at an annual rental of 3 cents per acre, and if the state desired to continue in the leasing business it would not have been necessary to go abroad to find lessees. But the policy of the state is to go out of the leasing business and comply with the requirements of the constitution, which have stipulated that these lands must be sold as homes for the actual settler. The state is now seeking to settle that portion of the state that has so long been regarded as the arid west, and transform it into a blooming garden of Eden. While some of the efforts made in that direction in the past have proven abortive, conditions have changed at least to the extent that the actual settler has learned to conform to natural existing conditions, and from that fact has been enabled to stick. The west is fast developing, but it is along new lines. The big cattlemen was compelled to give way to the farmer, who boasted of his intention to convert the entire western portion of the state into one big farm, upset all the carefully laid plans of Nature and drive the cattle interests clear over the Rio Grande. But the laws of Nature are immutable. She has frowned upon the effort made to such an extent that the stock farmer is rapidly supplanting both the big cattlemen and the agriculturist. Nature has said that West Texas must always be a stock farming country and the citizens of that section must always continue to lean the heaviest on their stock.

The major part of the school land that is being offered for sale in West Texas is not fit for straight agriculture. It is well adapted to stock farming, however, and it will be thus developed. None of this land is subject to lease, but the entire 6,000,000 acres will be sold to the highest bidders. If the New Yorkers want to engage in stock farming this is a glittering opportunity.

HEART RIGHT

When He Quit Coffee

Life Insurance Companies will not insure a man suffering from heart trouble. The reason is obvious.

This is a serious matter to the husband or father who is solicitous for the future of his dear ones. Often the heart trouble is caused by an unexpected thing and can be corrected if taken in time and properly treated. A man in Colorado writes:

"I was a great coffee drinker for many years, and was not aware of the injurious effects of the habit till I became a practical invalid, suffering from heart trouble, indigestion and nervousness to an extent that made me wretchedly miserable myself and a nuisance to those who witnessed my sufferings.

"I continued to drink coffee, however, not suspecting that it was the cause of my ill-health, till, on applying for life insurance I was rejected on account of the trouble with my heart. Then I became alarmed. I found that leaving off coffee helped me quickly, so I quit it altogether and having been attracted by the advertisements of Postum Food Coffee I began its use.

"The change in my condition was remarkable, and it was not long till I was completely cured. All my ailments vanished. My digestion was completely restored, my nervousness disappeared, and, most important of all, my heart steadied down and became normal, and on a second examination I was accepted by the life insurance company. Quitting coffee and using Postum worked the cure." Name given by Postum Co., Battle Creek, Mich.

There's a reason, and it is explained in the little book, "The Road to Wellville," in each package.

WORKING A GREAT INJUSTICE

Now that the new Federal regulations governing the shipping of live stock have been in operation for a short time, a practical insight into their effect on the shipping interests of the country is becoming apparent and a loud and vociferous howl is going up from one end of the country to the other. The action of the government in imposing heavy fines on some of the railways has rendered those institutions extremely cautious. So much so, in fact, that in order to avoid the penalty for any infraction of the law, they are resorting to the other extreme and unloading the cattle too often to the great detriment of the stock and loss financially of the shippers. The Chicago Live Stock World says:

Whatever you do avoid all chance of incurring fines.

This, in substance, is the edict issued by live stock carrying roads in the west to employes.

The penalty may be surmised. Any employe responsible for mulcting the company for which he is working will lose his head.

The result is that the live stock shipper is being harassed all along the line from shipping point to stock yards.

Whoever was responsible for invoking the aid of the department of agriculture in enforcing the so-called 28-hour law is a villain of the deepest dye from the standpoint of the man who is moving live stock for a living.

It is termed a "twenty-eight-hour law."

As a matter of fact "twenty-hour law" would be a more appropriate title.

So determined are live stock carrying roads not to be caught in "Jim" Wilson's drag net that they have gone to the extreme limit of precaution.

They reckon from the time the first animal is loaded at a shipping point until the last one disembarks at a feed yard.

Suppose a railroad is gathering stock on a branch line in western Iowa. A shipper whose stuff has been in transit but ten hours is forced to unload because another consignment is approaching the 28-hour limit.

Spotters are everywhere. They might it is true, be more profitably employed in watching the grafters at Washington instead of harassing the live stock shipper.

But that is merely departmental policy, always as inexplicable as it is absurd.

Just now shippers' complaint rends the atmosphere. They are getting a rough deal and they know it.

The record would be ridiculous if it were not absurd. Here is some of it:

Live stock prevented from reaching markets on which it could have been sold to advantage.

Sheep and lambs clubbed by ignorant section hands because they refuse to enter feed lots submerged in water.

Values of range cattle deteriorated by bruising and ill usage received at shipping points.

A vast amount of live stock wealth vanishes through "the slats of the cars."

Incoming shippers are volubly indignant. They assert that railroad employes are in such fear of discipline that the average run does not exceed 20 hours.

A recent shipment of Texas cattle had to be unloaded three times between Taylor, Texas, and St. Louis.

If Missouri river markets were responsible for the new condition of affairs, and they have openly boasted that it was to their advantage, it is a veritable boomerang.

It may be set down as an accomplished fact that the live stock interests of the country are not going to long submit to any such rank foolishness as this. The idea of compelling the unloading and feeding of a shipment of cattle three times between Taylor, Texas, and St. Louis market is spreading the agony on just a little too thick. If the government persists in this kind of procedure the cattlemen will be compelled to keep their stuff at home, or else return to the old methods of handling the animals that prevailed in trail days. The latter procedure is not practicable, however, from the fact that there is no open country left, and no intervening grass and water. It looks as if there is going to be nothing left to do but keep them at home.

Cattlemen are already expressing apprehension that the next federal order will command the tying of a bale of hay and barrel of water to each animal shipped, and a rocking chair for each cow. The steers are expected to require Havana cigars and mint juleps while en route, and it is feared that a nursing bottle will have to accompany each calf that was not weaned before it left the range country. Another feature of the situation that has apparently escaped the humane people and authorities at Washington is that no means of diversion are provided for the delectation of the poor little calves while en route, and they grow very tired of viewing the scenery through the slats of the cars. It has been suggested that it would be a good idea to allow the oldest calf in each shipment to have a birthday party while en route and invite all the little calves on the road between the range country and the market center. Stops could be made at every town of any size and allow the native calves to pay their respects to the calf party and enjoy the festivities incident to the occasion. Then, all the little range calves should be required to have their curls properly arranged and nice blue knots in their dear little tails. They would look much nicer arrayed in this manner, and would be so cute that they could but attract much favorable attention while going to market.

But seriously, the stockmen of the country are very much perturbed over these new regulations. They are causing untold

trouble and annoyance and the best thing the government can do is to pay a little more attention to the men who understand such things, and a little less to the complaints of those who do not understand how a black cow can give white milk.

OUTBREAKS OF SOUTHERN FEVER

According to advices from the territory of Oklahoma, several thousand head of cattle have died in the pastures of that section during the past few days of southern fever, and in almost every case the disease can be traced directly to the fever tick, known to science as the *boophilus annulatus*. Every effort will be made by both the territorial and Federal authorities to stamp out the disease, but the mortality that has already resulted will involve considerable loss for the cattlemen owning the afflicted cattle. They can do nothing to remedy matters, but will simply have to pocket the losses and look as pleasant as possible under the distressing circumstances. And a very unfortunate feature of the situation is that all western cattle are now becoming so highly graded that when one dies it involves a considerable loss.

There are a great many people who have never taken kindly to the tick theory. They cannot understand how it is that this fever which causes such high mortality among cattle can be the result of the bite of as simple a thing as a tick. But when we consider the situation in the light of the repeated investigations that have been made along this line by the different experiment stations, we must accept the tick as the sole method of disseminating this disease. And the fever tick has a method of breaking out in most unexpected places and in the most unexpected manner. The Kansas City Drivers Telegram says:

"The breaking out of Texas fever along the line of some railway hauling cattle to market from some infected district is a yearly occurrence and is no cause for alarm among the farmers and stockmen," said Colonel Albert Dean, of the bureau of animal industry, when questioned by a Drivers Telegram reporter regarding the reported breaking out of Texas fever among cattle near Green Ridge, Mo. The cattle got on the right of way of the Missouri, Kansas and Texas railway and in this manner became infected from ticks dropped from cattle in transit. "Prompt and proper precautions taken by the state authorities are generally all that are necessary to confine the fever to a few cattle."

Ticks dropped from cattle onto the right of way of the railroad will rarely ever get more than ten feet from where they are dropped. Sometimes when they happen to drop in a ravine and a heavy rain washes the female tick down the ravine, the disease may break out in some pasture, but this is a rare happening, as the ticks generally wash only a short way. Experiments conducted along this line at the experiment station at Washington show that the greatest distance a tick was carried by the water was fourteen rods. A native steer attacked by Texas fever generally dies or recovers before the tick gets far enough along to do any more damage. Sometimes they have a relapse and the fever is prolonged until the tick has had time to grow to where she will lay her eggs and help spread the disease. In such cases prompt dipping in crude petroleum is very effective in stopping the spread of the disease. As one female will lay from three to four thousand eggs, enough to kill fifty steers, it is important that a steer with a prolonged attack of the fever should be dipped and watched closely.

A few test cases that have been brought in cases like this have always resulted in a decision for the railroad. Inasmuch as the right of way is private property and is well fenced, the railroad companies are held to have protected themselves fully and are relieved of any responsibility in such cases as this.

Out in the western portion of the state and in the counties that border on the state and federal quarantine line there has been a brave and determined effort made to prevent any further encroachments of the fever ticks on the safe area, which means that section of the state lying above the quarantine line. These border counties became badly infested with the fever ticks a number of years ago by virtue of the passage of so many infected southern cattle, and for a while it was feared the infection would continue to spread gradually until it would be but a matter of few years until all of the present safe area would come under the dominion of the fever tick. Both the state and Federal authorities made a determined stand at the line, however, and have succeeded in preventing any further advance. Rigorous quarantine measures have been made and applied, and every county in which there was believed to be even a modicum of ticks was promptly placed under inspection. Even pastures located considerably above the line have been quarantined, and it was only through such vigorous and effective action that the great danger was averted.

Just such measures will have to be adopted by the Oklahoma people if they desire to prevent a recurrence of the experience they are now having. Of course, there will be complaint when a rigorous quarantine is placed on the infected pastures. Men will characterize such action as a gross injustice, but it is the only method of stamping out the infection. Such has been the experience in Texas and everywhere else, and the article quoted from the Kansas City paper shows how readily and unexpectedly the disease may develop from the presence of the tick. When an animal that has been bred above the quarantine comes in contact with the

tick there is always a well developed case of southern fever, and few or any of the animals so affected recover from the disease. The remedy lies in keeping the animals away from the tick. An ounce of prevention is worth a pound of cure.

CATTLE GAIN AND SHRINKAGE

At the Arizona experiment station quite recently they fed a few two-year-old steers.

The steers averaged 757 pounds on July 23 and averaged 799 pounds after being fed nearly a month to get them used to eating something besides grass, and they averaged 1,074 pounds after being handled 188 days.

One lot, which were fed green alfalfa and alfalfa hay, gained 1.53 pounds per head per day.

Another lot, fed alfalfa hay, wheat hay and sorghum, gained 1.50 pounds per head per day.

Another lot, fed green alfalfa, alfalfa hay, wheat hay, sorghum and a grain ration, gained 1.37 pounds per steer per day.

Then the experiment station made the acquaintance of a butcher.

The cattle in the valley, not fed anything to speak of, had been selling at \$3.75 per 100 pounds, but they coaxed the butcher to pay \$4 per 100 pounds for these six.

They wanted him to see a difference in the steers so as to give the grain-fed cattle a quarter more than the others, and he let them take it off one and put it on another.

Then they stood the steers in a dry corral without feed and water for twelve hours and the steers lost sixty-three pounds per head, which the butcher did not pay for.

If the cattle had been shipped to Kansas City and sold at the stock yards they would have shrunk something on the road, but they would have been fed hay and drank water up to their necks in the yards before they were weighed up to the packers.

This shrinkage demanded by the butcher was the custom of the country, even when animals may have been driven several miles to the shipping yards or slaughter pens.

The financial statement of the transaction showed that the six steers made a gain in value of \$18.83 per head, or \$112.99 for the bunch, out of which they had to pay for the feed.

The dressed beef cost the butcher \$7.15 per 100 pounds at wholesale, and he had the hide, tallow and anything else which was coming to him.

THE ALPINE COUNTRY

ALPINE, Texas, Aug. 9.—Albert Cockrill shipped fifty-eight cows and twenty calves bought of Kokernot & Kokernot, to El Paso Monday.

A Cockrill bought of Kokernot & Kokernot thirty bulls, which were sent over to the Nation's ranch in Pecos county.

Jackson & Harmon bought of Kokernot & Kokernot eighty calves, which they shipped to Fort Worth.

Jackson & Harmon sold to T. W. Adoin twenty-six steers at \$26 per head.

J. L. Wade, a ranchman from Sonora, has purchased the residence here of W. D. Kincaid. The price paid was \$5,100 cash. This is one of the prettiest and most comfortable houses in Alpine and Mr. Wade expects to move here and occupy the house.

J. A. Hanson has bought twelve head of horses from the 02 ranch and 150 head from Dick Riggs, all at private terms.

Several of the Presidio county ranchmen are rounding up their yearlings to deliver to Murphy & Co. next week.

Ben West, foreman on the Gillette ranch, received quite a severe fall, caused by his orses tepping in a rut last week while rounding up the Gillette steers for delivery. Ben has just recovered from having his arm broken, caused by his horse falling with him.

L. B. Caruthers has purchased a ranch up near Van Horn. The price is not given out.

This year is said to be the best season in this country for twenty-one years. The country is a solid sea of green. Weeds never seen here before are growing luxuriously and grass is knee high all over the country. Stockmen have nothing to fear except the trusts this year.

J. M. Sawell, a prominent ranchman from South America, has returned to his faraway home, accompanied by his wife and daughter.

HOG RECEIPTS IMPROVING

"Hog receipts are heavier today," said a prominent live pork dealer Tuesday afternoon. "The demand is strong and the price is better, as is also the quality of shipments received."

Swift & Co. bought one lot during the day that was reported to average more than 250 pounds and, at the pen scales, an average of 200 pounds was found to have been the rule in the first 500 received during the day's business.

It is expected that the receipts will continue to increase, unless there is a sharp decline in the current price during the latter part of this week.

AFTER JOHN ROSSON

John K. Rosson is the only Texas cattleman who regards the feed in transit problem with favor, and if he is correctly quoted, it is up to him to explain a few things. He does not approve Dr. Salmon's order, but admits that he took three trains of cattle weighing 1,075 pounds and averaging twenty-two head to the car, from Fort Worth to Chicago in 1886 in Street stable cars, with very satisfactory results. What Mr. Rosson may have occasion to explain is how eleven head out of the twenty-two in each car could be down comfortably and without interference from the other steers. Here is what he says: "When the Street

stable cars first came into use, I think it was in 1886, I shipped three trains of cattle from Fort Worth to Chicago, putting in twenty-two head of 1,075-pound steers." The colonel is not barred from the Express columns, for he always says something when he talks. He said: "The breaking out of Texas fever along the line of some railway hauling cattle to market from some infected district is a yearly occurrence, and is no cause for alarm among the farmers and stockmen. Prompt and proper precautions taken by the state authorities are generally all that are necessary to confine the fever to a few cattle. Ticks dropped from cattle onto the right of way of the railroad will rarely ever get more than ten feet from where they are dropped. Sometimes when they happen to drop in a ravine and a heavy rain washes the female tick down the ravine, the disease may break out in some pasture, but this is a rare happening, as the ticks generally wash only a short way. Experiments conducted along this line at the experiment station at Washington show that the greatest distance a tick was carried by the water was fourteen rods. A native steer attacked by Texas fever generally dies or recovers before the tick gets far enough along to do any more damage. Sometimes they have a relapse and the fever is prolonged until the tick has had time to grow to where she will lay her eggs and help spread the disease. In such cases prompt dipping in crude petroleum is very effective in stopping the spread of the disease. As one female will lay from three to four thousand eggs, enough to kill fifty steers, it is important that a steer with a prolonged attack of fever should be dipped and watched closely. A few test cases that have been brought in cases like this have always resulted in a decision for the railroad. Inasmuch as the right of way is private property and is well fenced, the railroad companies are held to have protected themselves fully and are relieved of any responsibility in such cases as this."—San Antonio Express.

FEVER IN OKLAHOMA

GUTHRIE, Okla., Aug. 11.—Dr. Leslie J. Allen, a Federal inspector, stated today that over 5,000 head of cattle had died in the Cherokee Nation of Texas fever within the last two weeks. He has made a trip on horseback in the territories about Vinita, Claremore and Nowata, and reports that 100 deaths in single herds are common and that the disease seems to be firmly established over the whole nation. The quarantine law has not been enforced in this district and the country is badly infected from southern cattle. Nothing can be done to stop the disease now and Dr. Allen thinks whole herds will be wiped out.

Three train loads of cattle were shipped from the territory west of El Reno on Monday. Cattlemen are becoming alarmed at the Texas fever scare.

The oldest ship in the American navy is the frigate Constellation, which is 44 days older than the Constitution, familiarly known as Old Ironsides. She was launched Sept. 7, 1797. The Constitution was launched Oct. 21, 1797.

Swallows and house martins build by sticking together pellets of prepared road mud. Most of the material is obtained from the drying puddles on the high roads. If not mixed with anything else the tendency of these pellets would be to crumble when dry. But the swallow tribe is supplied with a mucous secretion which enables it to gum the particles together.

SAN SABA OIL MILL

J. W. Smith had cattle on Tuesday's market from San Saba county, where he has lived since he was 8 years of age, during which time he says the condition of that section has never been as good as at present. Mr. Smith is one of the promoters and directors of a new oil mill there which will be in operation by October. This mill is one of the few in the country which is not on a railroad. Cattlemen in that country are looking forward to the benefits to be derived from being in a position to get feed at home.

DECIDES DIPPING CASE

HURON, S. D., Aug. 14.—The decision of Judge Charles S. Whiting of the Ninth judicial circuit, in what is known as the Beadle county cattle dipping case, has been rendered. The case is the result of an effort on the part of R. W. Clark, county cattle inspector, to enforce the dipping of cattle whether diseased or not, this action being based on an order issued by the state commission. A large number of farmers and cattle owners combined to test the matter in the court and argument of a motion for an order restraining the inspector from carrying out his purpose was held in this city some days since.

Judge Whiting sustains the contention of the petitioners, and holds that only diseased cattle, or those known to have been exposed to what is termed "scabies," need be dipped, and these only after a thorough inspection. The state board has no supervisory power over the county inspector and therefore has no authority to make an order requiring the inspector to dip cattle or have them dipped. The inspector, however, is given full power to do all things necessary to protect cattle in his county, but can only require cattle to be dipped when he has made an inspection and found them diseased. The opinion of the court is the first given in a case brought to test the powers of the state board.

NEW MEXICO SHEEPMEN

Sheep growers in New Mexico are fairly wallowing in prosperity. After two or three more less successful seasons,

OLD CATTLE LAW TO NOW BE ENFORCED

Federal Prosecution Entered for Breach of "Twenty-Eight Hour Law"

SAN FRANCISCO, Cal., Aug. 12.—Twelve hundred suits involving a penalty of from \$100 to \$500 in each case or a total maximum fines of \$600,000 are to be brought against the Southern Pacific company, Santa Fe, Union Pacific and other western railroads for violations of the so-called 28-hour law, providing for the humane shipment of cattle. It is at the instance of the secretary of agriculture that this litigation has been taken up by the attorney general, and suits will soon be commenced in the United States district courts. The law under which this wholesale matter will be done has been on the statute books since 1873, but the railroads never have given it much thought and still less observance. It requires railroad companies transporting cattle from one state to another to unload animals after they have been in the cars for 28 hours, feed and water them and give them rest for at least five hours.

They have come upon a season which is all success. Prosperity and high prices have been thrown at the sheep men in bunches and the end is not yet. Following a season of record smashing prices for wool, with an exceptional large crop of the fleecy to sell, the New Mexico sheepman faces the alternative of holding his sheep for another banner wool crop, at prices that promise to be even higher than in the season just closed, or to sell his sheep on a market, which for lofty climbing, has not been equalled for many years. It is a situation calculated to make the sheep owner smile. St. Louis market reports for the past week show the closing lambs at \$7.50 to \$8.50 and choice sheep around \$5.50 to \$5.90, prices which, in comparison with those of the past few years, are phenomenally high. The rise of the market is due to the comparative scarcity of the visible supply, and to the high prices of wool, which call up visions of future profit. Stories are being told in the markets of St. Louis, Kansas City and Chicago, of sheep buyers and feeders who have come into Mexico with large buying orders and who have gone away without a sheep. They are going into the northwest, where they say they can get only a small percentage of the sheep they want. No wonder the New Mexico sheepman does not want to sell his sheep unless he gets the top price of the lofty market for them. His prospects are far too good to encourage him to sell for the old bad year figures. This is the year the sheep grower has things pretty much his own way. He is prosperous, and the rest of New Mexico reflects his prosperity.

PRESENTED WITH SHEEP

W. J. Duffel, president of the Texas Sheep and Goat Breeders' Association, writes us as follows:

"Just think of it, the sheep and goat breeders' association of Texas at the very start has offered President Houston of the Agricultural and Mechanical College 200 breeding ewes to experiment with in the raising and feeding of early lambs. We have two noted sheep feeders at the station—Professors Craig and Shull. With the mild climate and the variety of feed we can produce on the farms Texas will come to the front in a short time. The Texas lamb will bring prosperity, for there is not a time in the history of man that sheep farming and feeding did not make them prosperous. We want the newspapers of Texas to take this matter up and help us out. The college hasn't the funds to undertake it, but show they are in earnest and willing to do all they can for us. I predict that future generations will bless the day when we commenced a new era in the sheep business in Texas."

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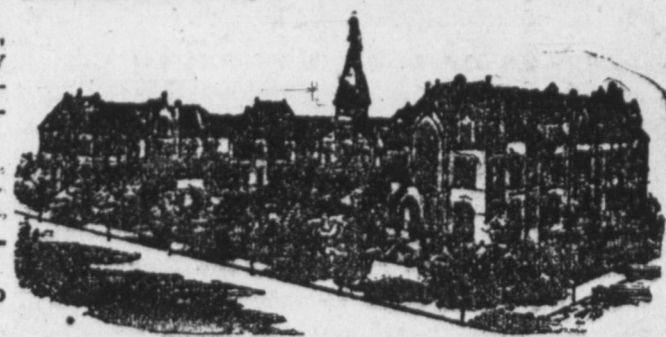
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PHIL A. AUER, G. P. A., Rock Island Ry., Fort Worth, Texas.

Ireland Hampton of the National Live Stock Commission Company says he believes the few cake fed steers left in Texas will without doubt sell in Fort Worth from now on to better advantage than at the northern markets. The packers here need just as many of the kind as they ever did, and the supply is short. The northern markets are now getting thousands of western and territory steers to take the place of our cake-fed steers. The kind are 10c to 15c higher here since Monday, notwithstanding declines of 15c to 25c at the other markets.

TURNEY AGAINST 28-HOUR RULING

Cattle Association Man Would Make Limit 36—Humane Society Ignorant

EL PASO, Texas, Aug. 12.—W. W. Turney, president of the Texas Cattle Raisers' Association, is out in an interview on the twenty-eight-hour ruling of Mr. Wilson, secretary of agriculture, in which he hands some good hot questions to the head of the agricultural department. He says:

"There is a national statute which makes it compulsory on the railroads to unload, rest and feed cattle every twenty-eight hours, and the secretary of agriculture has recently issued orders that this will be enforced to the letter. He has also ordered that cattle must be loaded so that one-third of the lot in each car can lie down at a time. This is just what the cattlemen have always been fighting, in order to prevent injury to the cattle. Our idea is to load them as compactly as possible so that they cannot lie down, and Mr. Wilson's order, if not revoked, will demoralize shipping. I would like for Mr. Wilson to explain to me how he will determine the respective rights of the cattle in the cars, in order that each head will get its period of proper rest on the floor and also how he is going to keep the other two-thirds from trampling to death the one-third lying down.

"It is an impossibility to ship cattle in this manner without injury of a portion of them. As for the twenty-eight-hour law, when enforced strictly, it also works a hardship, not alone on the shipper, but at times on the cattle as well. For instance, if the end of a run is only twenty-nine hours, the railroad cannot take the cattle through, but must unload and rest them at the expiration of twenty-eight hours, notwithstanding that another hour would take them to their destination.

"The cattlemen of the country want a thirty-six-hour law, and we are opposed in this request solely by the American Humane Society, most of whose membership knows absolutely nothing about the cattle business."

Mr. Turney has just returned from a visit to his ranch in west Texas, which included a general survey of the situation in this section of the country, and he is a very busy man. He is trying to make preparations to attend two big meetings this month in Chicago, and is also looking after the business of the Texas Cattle Raisers' Association.

"This is the best cattle year in the past fifteen, all over the southwest," said Mr. Turney this morning. "The ranges are in better condition and everything is as fine as could be wished for. While the prices are not as good as we might wish for, all other conditions are excellent. The calf crop is a little short, owing to the dry season early last year, but in some favored localities it is even better than under ordinary circumstances.

"There are two big cattle meetings at Chicago this month, and I am trying to arrange to get there if I can. On Aug. 15 the live stock associations, through their representatives, will meet with the representatives of the railroads in Chicago to discuss a remedy for the twenty-eight-hour law, and on the 16th there is to be a meeting in Chicago, composed of delegates from all the live stock associations, together with other interested people and associations, for the purpose of holding a national reciprocity convention.

"The call for the latter is signed by about all the live stock and kindred organizations in the country and delegates have been appointed by the mail. This is a matter of great importance, and is a question for serious consideration, as the foreign consumption of meats has a great deal to do with the prices of beef cattle in this country. Some measure of reciprocity to improve the foreign market for American meats will probably be arrived at and legislation asked, as is necessary and imperative.

"The meeting with the railroads to come to an understanding regarding the twenty-eight-hour law is also one of paramount importance to the livestock interests of the country. We wish to get united action on the matter of a thirty-six-hour law and it is important that the attendance be large."

AFFECTED BY HEAT

The reports from Fort Worth stock yards show that the extreme heat of the weather during the past few weeks is having an effect upon the condition and weight of cattle which is to be feared by the ranchman and which proves a loss to the shipper. A bunch of fifty head was driven through Wise county on Monday of this week by Scott & Allen, one being found dead from overheating and another having been killed to place it beyond further misery, it being seen that it could not live long.

Drivers coming through Montague and Wise counties say that the condition of the range through that section is better than during the same period of several preceding years. The late rains continuing into the summer to the detriment of the field crops have proven a blessing to the cattlemen in the freshness of the grass.

Through Texas

The I. and G. N. R. R. has many fast trains through Texas, traversing the greater portion of the State, reaching all of the large cities except one, affording travelers every convenience and no puny set of locomotives and railroad. High-class equipment and motive power, reasonable time tables, excellent dining stations, Pullman Buffet sleeping cars, chair cars and parlor cars, and courteous Agents and Train attendants.

Direct to St. Louis

The I. and G. N. R. R., in connection with the Iron Mountain System, operates Four Limited Trains Daily between Texas, St. Louis and Memphis, the service being four to ten hours quicker, and 100 to 150 miles shorter. These trains have Pullman Buffet Sleepers and Chair Cars through without change, and connect morning and evening in Union Station, St. Louis, with all the Northern and Eastern lines. A la carte Dining Car Service between Texarkana and St. Louis.

Direct to Old Mexico

The I. and G. N. R. R., in connection with the National Lines of Mexico, operate Fast Trains Daily between Texas and Mexico, via Laredo, "The Short and Scenic Route," which is 302 miles shortest. The cities of Monterey, Saltillo, San Luis Potosi and Mexico City are reached directly in through Pullman Buffet Sleepers without change. This route also forms the new short line via Monterey to Torreon and Durango, direct connection with through sleeper to Durango being made at Monterey. Excursion Rates Periodically.

For complete information and descriptive literature, see I. and G. N. Agents, or write,

L. TRICE, 2nd Vice Pres & Gen. Mgr. D. J. PRICE, Gen. Pass. & Ticket Agent. "THE TEXAS ROAD," Palestine, Texas.

TO SHIP CATTLE FROM MEXICO TO CAPE TOWN

Contract Closed For Monthly Exports to Africa—Cattle Notes of Interest

EL PASO, Texas, Aug. 7.—Several El Pasoans, among them H. M. Maple, who recently engaged in the stock business on a large scale at Aguascalientes, Mexico; Colonel Charles F. Hunt, live stock agent of the Sierra Madre railroad, and one of Colonel W. C. Greene's lieutenants, Ed Pennebaker, and some others are interested in a project to ship Mexican cattle to Cape Town, South Africa. A contract has been closed with a firm of South African stockmen for monthly shipments from the port of Tampico, Mexico.

The first shipment is to be made from Tampico about the middle of next month. Mr. Maple will accompany the shipment. There will not only be cattle, but horses and sheep, all raised on Mexican ranches. The aggregate value of the first shipment will be \$60,000.

A similar project was advanced by Mr. Maple a year ago, but difficulties arose, and it was not engineered through to a successful close. Better success attended this year's negotiations, and last week a cable message was received from Cape Town naming final terms and closing the contract. The stock will be used to restock ranges in South Africa. Some may also be used to supply packing establishments.

In Tamaulipas, Mexico, an enormous goat ranch is to be established shortly, if the plans of Grant B. Thomas, the Arizona stockman, are carried to a successful outcome. Mr. Thomas is negotiating for a large tract of land near Victoria, Tamaulipas, and believes that he will soon be in possession of the ground for his ranch.

Other Arizona and New Mexico stockmen are interested with him in his enterprise, and the outcome of the project is being awaited with great interest.

Mr. Thomas is of the belief that a small sized gold mine can be acquired through raising goats. The hair and hide bring a good return on the investment, while many of the poorer class of Mexicans consume goat meat largely for food. The goats will be raised chiefly for wool, which commands a good market.

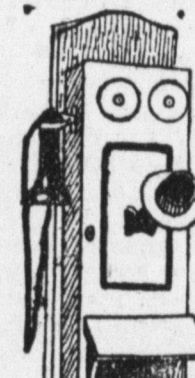
"Hundreds of thousands of the skins of goats are used annually in Mexico," says Mr. Thomas, "or exported to the United States or foreign countries and the best grades of them command a fancy price in every market. Gloves and the inner linings of shoes, as well as the outer parts, are made from goat skins and a profit exists in supplying the manufacturer direct.

"The ranchmen in Mexico who have large flocks of goats now make good sums from them and it shall be our aim to raise a quality of animal whose hair and hides will call for the best market price."

CATTLE NOTES

EL PASO, Texas, Aug. 7.—Occasional shipments of cattle straggle through El Paso, although the general tone remains dull in the extreme. Two train loads of cattle from the

Farmers Telephones



Loud Talkers
Strong Ringers
Low Prices
Big Stocks
Write Us for
Bulletin No 1000

Duncan-Hobson Electric Co., 225 Elm St., Dallas, Texas.

Wood-Hagenbarth ranch in Chihuahua, which were imported at Columbus, N. M., passed through the city en route to Kansas. Duty amounting to \$4,448 was paid on the shipment to the collector of customs at this port.

A. B. Uruston brought in several car loads of fat cattle from San Pedro ranch for shipment to Chicago.

A single car load of cattle was shipped today from Odessa to Douglas.

Two car loads of sheep were shipped from Anderson's ranch at Sanderson, Texas, to Torrance, N. M.

John Noble has purchased the entire interest of the Heywood Cattle Company, in his ranch near Camp Verde, N. M. He paid \$5,000 for the land and water rights on 200 acres of land.

In nearly all cases sheep do better in small flocks.

Corn Belt Feeders

Each year the bond between the southwestern stockman and the feeders of the corn belt, especially of the states of Illinois, Missouri and Iowa, is becoming closer. A good many feeders in the states named last year for the first time purchased calves from the Texas ranges, and their experience has been so satisfactory that this trade will undoubtedly assume large proportions in the next two or three years, not only for calves, but for yearlings and 2-year-olds as well.

For this reason it is to the advantage of the Texas and southwestern stockmen to get in closest possible touch with the men who finish their beef stuff in the feed lots of the Mississippi valley. Believing in this so thoroughly, we have made an arrangement with the publishers of Wallace's Farmer, the leading agricultural and live stock paper west of the Mississippi river, by which we are enabled to offer The Stockman-Journal and Wallace's Farmer, both one year for only \$1.50, or we can send both from the date the subscription is received until Jan. 1 next at the especially low rate of 85 cents.

Wallace's Farmer has probably done more for the live stock interests in the matter of railroad rate legislation than all other agricultural papers combined. It was its editor, Henry Wallace, who forced Congressman Hepburn, chairman of the interstate commerce committee in the house of representatives, to finally come out squarely on the stockman's side. We feel, therefore, that we are doing our readers a service in giving them this opportunity to secure Wallace's Farmer in connection with The Stockman-Journal.



WEEK'S REVIEW OF MARKET

Week's receipts of cattle have been strictly moderate, the total reaching 15,000 head, including calves, and each day's run has been about what the market could cleverly absorb, very few loads having been ordered forward until Friday, when the calf market became congested and a few loads went through.

A good demand prevailed here for steers and cows at the opening of the week. Monday's prices being about steady with the close of last week. Northern markets have received the largest sort of runs, and this has stood in the way of a better advance here, since the easier feeling there has been more or less reflected here.

Predictions were rife at the opening of the week that should the steer run prove large, prices would weaken here, but the expected big receipts did not appear on Monday, nor at any other day of the week, so that Monday's steady tone was bettered a little day by day, the week closing fully 15c better than it opened. It is noted that packers have been taking hold of medium steers with more vim this week than for some weeks, and paying better prices than feeder men have been heretofore offering. Speaking of feeder steers—a strong demand exists for everything in this line except the very corniest stuff, bulls included.

The cow trade has been maintained at a good level all the week, and the bulk of cattle receipts have been butcher cows and heifers. There have been fluctuations from day to day, and occasionally soft and hard spots due to variation in quality, but the general trade has maintained itself fully steady with the close of last week. Some good cows have been on the market, selling as high as \$2.75, but car lots have run from \$2.35 to \$2.65 on the best cows, with bulk of medium to fairly good cows selling from \$2 to \$2.20 and fair to medium at \$1.75 to \$1.90. The slight advance in the canner trade has been maintained through this week.

Bulls have received a little encouragement, packers and order buyers taking the fat sort and feeder and pasture men looking for the thin kind. Prices are 10 to 15c better than a week ago.

Calves have come in a flood the past week, and it is surprising that the market has held up so well, though the tendency since Wednesday has been downward. Good to choice vealers are 50c lower than a week ago, and fair to medium calves 50c to 15c lower. Heavy calves have not lost more than choice, since feeders and speculators have taken hold of these quite freely.

The highest market of the year on hogs was reached this week—\$6.15, the tendency having been upward until Friday, when prices lowered a nickel on choice packers and 5c to 10c on medium hogs, in the face of advancing markets elsewhere and light receipts here. One feature of the hog trade is the heavy call for stockers from Oklahoma and Indian Territory. This is being readily met and stocker hogs are selling \$4.00 to \$4.80.

Sheep continue to be scarce, with fat wethers advancing in price. These now command \$4.50 to \$4.75; ewes, \$4 to \$4.50; lambs, \$4.50 to \$5.50; stockers, \$2.50 to \$3.25. Packers are in continual want of heavy fat sheep and lambs and a constant outlet is maintained for stockers.

WEDNESDAY'S REVIEW AND SALES
NORTH FORT WORTH, Aug. 9.—Receipts of cattle today 2,500, for the week 9,800.

Receipts today were about right for the requirements of the trade, with the exception of calves, which were in oversupply. Steers sold strong, cows steady, calves lower.

STEERS

The run of beef steers was quite small, being confined to a few loads. Feeder steers were reasonably numerous. Outsiders had a hand in the trade for the good ones and the market showed some additional strength. Cake fed steers were slow to move in contradistinction to the activity shown by the good cattle. Feeder steers, of which there were several loads sold active and steady. Top \$3.90, bulk around \$3.50, feeders \$2.50. Sales made:

No.	Ave. Price.	No.	Ave. Price.
19.....1,240	\$3.90	30.....	976 \$3.20
11.....	839 2.85	11.....	852 2.50
15.....	840 2.65	8.....	826 2.65
46.....	1,145 3.60	73.....	1,061 3.35
17.....	845 2.50		

COWS

The butcher cow supply made up the bulk of the cattle run. Good cows were scarce, and some competition developed between packers and local butchers as to which should get the best, resulting in a slight show of strength. Medium cows found an active outlet to packers at steady prices. Top \$2.50, bulk \$2.00 to \$2.05. Sales made:

No.	Ave. Price.	No.	Ave. Price.
6.....	831 \$2.35	15.....	726 \$1.60
25.....	754 2.00	19.....	635 1.75
16.....	861 2.05	22.....	710 1.65
17.....	807 1.85	5.....	806 2.00

6.....1,046	2.15	14.....	556 2.00
20.....	675 1.60	32.....	810 2.00
26.....	601 1.80	17.....	782 1.85
1.....	1,080 2.75	13.....	1,113 2.20
17.....	824 2.05	12.....	915 2.50
7.....	685 1.85	6.....	673 2.05
5.....	846 2.05	15.....	823 2.05
24.....	670 1.75	19.....	800 2.05
32.....	723 2.00	6.....	610 1.35
5.....	682 1.80	6.....	700 1.35
13.....	716 1.75	9.....	774 2.05
46.....	680 1.85	28.....	845 2.00

BULLS

A fair supply of thin bulls came in which was appropriated by speculators and order buyers for pasture men. Prices on good feeder bulls were about a dime higher than at the close of last week. Sales made:

No.	Ave. Price.	No.	Ave. Price.
1.....	710 \$1.65	4s.....	1,137 \$3.00
1.....	1,500 2.00	1.....	1,230 2.00

CALVES

Calves had a large run, close to 1,000, and this was more than the market could readily absorb at yesterday's quoted prices; consequently, bids were 25c lower, a total cut of 50c for the week, and sales dragged along until after dinner. Top \$4.00, bulk \$3.50 to \$3.70. Sales made:

No.	Ave. Price.	No.	Ave. Price.
6.....	188 \$3.75	13.....	150 \$3.75
8.....	264 2.50	19.....	200 3.50
17.....	142 3.50	56.....	190 4.00
73.....	171 3.75	8.....	128 8 3.75
81.....	162 4.15	5.....	264 2.50
88.....	216 4.00	10.....	280 ph 7.25

HEIFERS

No.	Ave. Price.	No.	Ave. Price.
1.....	600 \$1.85		

HOGS

Receipts of hogs reached 1,100 today, the second time in a month they have exceeded the 1,000 mark in any day. Compared with 622 a week ago, 773 a month ago, 248 a year ago and 267 two years ago. The run took in everything from choice heavy packers to stocker pigs. The heavy end of the trade came mostly from Oklahoma, and brought \$6.15, the top price, so far, of the year. Packers were in need of the supply and took all offerings readily at prices strong to 10c higher. Some sales were even better than this where the quality was extra good and weights not overly heavy. The whole market participated in the advance, pigs excepted. Top hogs \$6.15, bulk \$6.05 to \$6.12½, lights \$5.75 to \$6.10, pigs \$4.80 to \$5.00. Sales made:

No.	Ave. Price.	No.	Ave. Price.
62.....	87 \$4.70	30.....	135 \$5.05
49.....	98 4.40	66.....	232 6.15
69.....	208 6.05	32.....	177 5.90
83.....	220 6.12½	4.....	115 5.25
83.....	169 6.10	41.....	177 5.70
6.....	113 4.80	23.....	97 4.80
7.....	121 5.70	27.....	181 5.85
55.....	180 5.92½	2.....	145 5.55
10.....	153 6.00	5.....	320 5.75
59.....	179 6.10	15.....	116 4.80
23.....	118 5.00	72.....	163 5.75

SHEEP

A small bunch of wagon sheep constituted the whole market. Ewes sold at \$4.00 and lambs at \$4.50. Sales made:

No.	Ave. Price.	No.	Ave. Price.
11e.....	76 \$4.00	8l.....	53 \$4.50
1l.....	40 4.50		

THURSDAY'S REVIEW AND SALES

STEERS

The beef steer supply was quite small, only four loads coming on the early market, though a few appeared later. Some few loads of cake cattle were in and a sprinkling of feeders. The demand for good heaves was urgent enough to stimulate bidding, and the supply went to the scales at slightly stronger prices. Cake steers were taken principally by packers in the trade, and the tendency of the market is to stronger prices. Fat steers sold at \$3.70, with the bulk at \$3.60, and cake cattle at \$3.10 to \$3.40, with feeders at \$2.50 to \$2.75. Representative sales:

No.	Ave. Price.	No.	Ave. Price.
22.....	1,063 \$3.50	19.....	1,072 \$4.00
21.....	1,104 4.00	18.....	1,067 4.00
41.....	1,143 4.00	7.....	957 3.35
24.....	1,129 3.70	45.....	1,110 3.60
32.....	1,113 3.60		

COWS

Butcher cows again made up the bulk of the cattle run, though the quality was mostly between medium and good. One car of choice cows sold at \$2.65. Packers took to the medium cows without reserve, these selling between \$1.90 and \$2.20. Canner cows sold mostly at \$1.20 to \$1.50. Representative sales:

No.	Ave. Price.	No.	Ave. Price.
8.....	767 \$2.10	5.....	682 \$1.50
29.....	759 2.25	21.....	803 2.00
20.....	764 2.20	31.....	748 1.95
23.....	692 2.05	5.....	902 1.80
24.....	830 2.25	7.....	834 1.50
18.....	736 1.30	7.....	538 1.50
29.....	682 1.90	30.....	832 2.05
28.....	787 2.20	18.....	771 2.10

BULLS

Pasture men are looking for bulls and the price has picked up 10c to 20c in the last week. Sales were made today at

\$1.50, with the supply short. Sales made:

14.....	860 \$1.50	1 stag.	820 \$1.90
1.....	860 1.50	2 stags.	1,135 2.40

CALVES

The shortened supply of calves, close to 1,000 head, had the effect of steadying the vealer market early and rapid bidding soon cleared the pens. Tops sold at \$4.25, with the bulk at \$3.75 to \$4. Heavy calves sold at \$2 to \$2.75. Representative sales:

No.	Ave. Price.	No.	Ave. Price.
18.....	135 \$3.50	45.....	210 \$3.50
14.....	180 3.75	74.....	189 3.35
12.....	287 3.35		

HOGS

Eighteen loads of hogs, four of them from territory points, made up the day's supply. Wagon hog receipts were insignificant. The supply from Texas points was of lower quality than that shown from north of the state line, and these were selling 5 to 10c lower. The others were not quite so good as those shown Wednesday, yet they sold strong to 5c higher. Up to 11 o'clock one packer was doing most of the buying. Tops sold at \$6.10. Representative sales:

No.	Ave. Price.	No.	Ave. Price.
5.....	190 \$5.25	23.....	241 \$5.90
26.....	198 6.07½	61.....	196 6.10
67.....	216 6.10	75.....	185 6.10
46.....	76 5.00	3.....	80 4.60
25.....	94 5.00	27.....	175 5.70
18.....	227 5.70	7.....	91 4.80
9.....	111 5.00	10.....	139 5.45
34.....	207 5.90	4.....	225 5.00
26.....	155 5.40	27.....	167 5.70

SHEEP

One load of mixed sheep came on the market. The quality was fairly good and the bunch was cut to suit at prices somewhat stronger for the week. Sales:

	Ave. Price.		Ave. Price.
38 mixed	98 \$4.75		
3 ewes	105 4.00		
22 lambs	65 5.25		

FRIDAY'S REVIEW AND SALES

Cattle receipts amounted to 2,300, with the total for the week, so far, 14,861.

STEERS

The steer supply was small, amounting to only five or six loads, and these not finished. The selling was active on the small run, tops bringing \$3.75, with some sales from \$2.85 to \$3.45. Representative sales:

No.	Ave. Price.	No.	Ave. Price.
23.....	1,113 \$3.45	14.....	753 \$3.14
48.....	951 2.85	21.....	1,182 3.75
20.....	1,205 3.60		

COWS

Butcher cows made up the greater part of the cattle supply, with the most of these of medium quality. A good demand developed for the better quality of cows and these sold active and strong. On the bulk of the cow run the medium sort prices were no better than steady. A clearance was effected early, cows selling from \$1.35 to \$2.20. Sales made:

No.	Ave. Price.	No.	Ave. Price.
15.....	668 \$1.60	9.....	784 \$1.50
5.....	732 1.50	15.....	738 2.00
7.....	720 1.50	14.....	781 1.90
10.....	654 1.90	7.....	790 1.60
8.....	903 2.20	16.....	723 1.75
28.....	822 2.10	30.....	773 2.10
11.....	586 1.35	6.....	600 1.35

BULLS

The few bulls that were offered for sale were disposed of as follows:

No.	Ave. Price.	No.	Ave. Price.
1 stag.	1,300 \$3.25	1.....	960 \$1.50
1.....	970 1.35		

CALVES

Fifteen cars of calves made up a run that about swamped the market. After the first round that gathered in the best of the supply at about steady prices, a decided weakness developed with slow sales. Lower prices were looked for before the close. Tops brought \$4.25, with the bulk at \$3.25 to \$3.50. Sales as follows:

No.	Ave. Price.	No.	Ave. Price.
78.....	182 \$4.25	36.....	167 \$3.50
5.....	264 2.50	6.....	150 3.25
46.....	84 3.75	88.....	185 3.60
6.....	248 3.60	6.....	101 3.15
48.....	205 3.75	15.....	320 2.50

HOGS

The hog run shortened up again today, but brought with diminished receipts a lower scale of prices. Receipts were around 7,000, and the quality in most cases was some better than that which developed yesterday. Despite the fact that all the other markets came in higher, prices here were a shade lower. Salesmen finally had to give in to the pressure for a scaling of prices and the supply went to the scales on a market easy on good hogs and 5c to 10c lower on common hogs. Tops brought \$6.10, with the bulk at \$5.87 to \$6.07½. Pigs sold at \$4.90 to \$5, with stockers at \$4.30 to \$4.85. Sales today:

No.	Ave. Price.	No.	Ave. Price.
70.....	202 \$6.07½	72.....	232 \$6.10
69.....	193 5.75	2.....	300 3.50
37.....	74 4.90	5.....	206 5.85
15.....	195 5.75	23.....	235 5.85
70.....	205 6.00	6.....	182 5.90
4.....	122 5.00		

SHEEP

A band of 250 driven-in sheep made up the market. They had been on pasture near the stock yards for nearly two weeks and were in good fix when shipped in. The wethers sold from \$4.25 to \$4.75, a price 25c higher. Sales:

	Ave. Wt.	Price.
207 wethers	93	\$4.75
31 wethers	85	4.25
13 bucks	93	3.00

SATURDAY'S REVIEW AND SALES

Receipts of cattle today, calves included, 2,680.

STEERS

The run of steer cattle was moderately large with a very good quality in sight. Some extra fine, well finished steers were in the pens. Packers took hold gingerly, and shippers were disinclined to let steers go at prevailing bids, which were 5c to 10c lower than last Friday. The best steers sold very late, or were ordered forward. Tops brought \$3.50, with the bulk at \$3.10 to \$3.45, and stockers at \$2.25 to \$2.40. Representative sales:

No.	Ave. Price.	No.	Ave. Price.
9.....	782 \$2.80	70.....	1,118 \$3.50
51.....	1,024 3.25	122.....	960 3.10
41.....	952 3.40	7.....	955 3.00
21.....	851 2.50	46.....	1,109 3.45
46.....	1,120 3.40	104.....	943 3.05
19.....	1,342 4.40	18.....	1,176 3.90
19.....	1,139 3.90	22.....	1,129 3.90

COWS

Cows made up about half of the cattle run, and the supply was mostly of good quality. Some very good cows were contended for by packers and outside buyers, the latter getting them at a price not announced. The market was active and fully steady, top cows selling at \$2.50, with the bulk at \$2 to \$2.35. Representative sales:

No.	Ave. Price.	No.	Ave. Price.
16.....	900 \$1.90	6.....	868 \$2.15
1.....	1,450 2.85	28.....	726 2.00
33.....	765 2.00	23.....	772 2.00
30.....	825 2.15	29.....	834 2.15
28.....	860 2.40	26.....	727 2.05
18.....	878 2.85	19.....	879 2.00
2.....	850 2.50	2.....	1,080 3.00
23.....	821 2.00	28.....	769 2.00
30.....	844 2.10	43.....	761 1.90

BULLS

Bulls were scarce and steady.

FEDERAL AGENTS BUSY IN TEXAS

Collecting Evidence Among
Ranchmen for use of the
Government

It is stated on good authority here that two representatives of the United States department of agriculture at Washington have been busily at work throughout this part of the state for the past two weeks investigating Texas cattle conditions. From the character of the work done it is clear that they are gathering information for use in the government's prosecution of the big packers.

These men have gone directly to the larger ranches of the cattle producing country, evidently with the desire to thoroughly familiarize themselves with the situation as viewed from the standpoint of the range producer. They have been very guarded in the character of communications they have sent out, and their investigations have been conducted with great secrecy, but enough has developed to indicate that the federal government is systematically at work in the Texas range country in an effort to dig up all the evidence possible to be used in the trial of men now under indictment at Chicago on a charge of operating as a combination in restraint of trade.

It is understood that the state of Texas will be carefully covered in this manner and ranchmen and cattle shippers generally will be given ample opportunity to furnish all the evidence they possess with regard to the situation. The federal government had the district attorneys of the various federal judicial districts in this state institute quiet investigation just prior to the meeting of the Chicago grand jury, but not much evidence of an important nature was unearthed, the cattlemen seeming to labor under the apprehension that should they volunteer what they know they would be marked for vigorous retaliation when their cattle reached the big markets. Several of the leading ranchmen expressed themselves in this manner, and in order to obviate that feature of the situation and extend the cattlemen the protection they seem to think is necessary, the government has sent these special men out down here to quietly get the desired information from the ranchers without the publicity that would attend a summons to attend a federal grand jury investigation.

TEXAS SUFFERS MOST

As Texas is the largest producer of range-bred cattle of any state in the union, the statement has been made and is persisted in that this state has suffered from the manipulations of the beef trust to a greater extent than any other state. It is a well known fact that during the past three years cattle values in this state have depreciated to the extent of millions of dollars, and while there has been some improvement in the situation since the beginning of the year, the normal has not been restored by any means. The cattle that have been rushed to market during the greater part of the present year have not brought prices that were satisfactory to the producers, and as market values have been low, the values prevailing on the range have been correspondingly reduced.

BLAME BEEF TRUST

The cattlemen of Texas are practically a unit in charging a majority of the ills that encompass them to the workings of a beef trust. And they have entertained but slight hopes of relief at governmental hands, from the fact that they have continually doubted the sincerity of the movements that have been made by the government. They have believed that it was all being done for effect until the indict-

Chamberlain's COLIC, CHOLERA AND Diarrhea Remedy

A few doses of this remedy will invariably cure an ordinary attack of diarrhea.

It has been used in nine epidemics of dysentery with perfect success.

It can always be depended upon, even in the more severe attacks of cramp colic and cholera morbus.

It is equally successful for summer diarrhea and cholera infantum in children, and is the means of saving the lives of many children each year.

When reduced with water and sweetened it is pleasant to take.

Every man of a family should keep this remedy in his home. Buy it now. It may save life.

PRICE, 25c. LARGE SIZE, 50c.

ments were finally returned against leading packers of the country, and now that the range investigation is being made for additional testimony, it has added more confidence to the situation, and the hope is quite freely expressed that relief from prevailing conditions will finally be consummated.

GARFIELD REPORT AGAIN

While the cattlemen in this section believe the packers will plead the Garfield report as complete exoneration of all with which they are charged, it is known here that President Roosevelt is not yet through with the Garfield report. Cattlemen have been given the assurance that he does not accept its findings as final. In fact, it is known that other steps are to be taken prior to the assembling of congress that will bring the Garfield report to the front again in a manner that will be far from pleasing to its author.

And in the meantime, the cattlemen of the range country will furnish the government with the character of evidence it feels in need of to secure the desired results in the pending trials of the packers, who are now under indictment.

DR. SALMON INVOLVED

WASHINGTON, D. C., Aug. 7.—Dr. Salmon, head of the bureau of animal industry, has confessed to Mr. Wilson, secretary of agriculture, that he was at one time in partnership with John E. Howard, who now has such a profitable business selling meat inspection labels to the government. What is of far more importance is the fact that he has confessed that while he was still in partnership with Howard the first of a long series of contracts was made with Howard. The contract in question was made in 1901.

According to his own statement, Dr. Salmon became associated with Howard through loaning the young man a sum of money with which to carry on his engraving and publishing business. Howard was at the time getting out a magazine called the Feather. According to Dr. Salmon, he believed that the enterprise in which Howard was engaged would prove profitable, and he advanced him more money for fear that he would lose what he had already loaned him. The actual partnership continued from 1895 to 1901. In the last-named year Howard made a contract with the bureau of animal industry for furnishing the government 100,000 labels.

One of the interesting features developed by the confession of Dr. Salmon is that Mr. Wilson, when he first heard rumors involving the bureau of animal industry, referred them to Dr. Salmon for investigation. Dr. Salmon reported that everything was straight in his bureau and that none of his employees were interested in the Howard company, nor had they been. The doctor failed to mention the fact that he formerly was a partner of Howard himself and that the fact was only discovered through an outsider who informed the secretary that he had seen Dr. Salmon in Howard's office examining the books of the concern.

AIDING THE BEEF TRUST

According to a special Washington dispatch to the Chicago Record-Herald, Secretary Wilson has laid at the door of congress the responsibility for the aid given to the beef trust by the present administration of the meat inspection service of the department of agriculture. Mr. Wilson declares that in having the inspectors examine only the meat of the large packing houses he is simply trying to carry out the desires of congress.

The house committee on agriculture, of which Congressman James Wadsworth of New York is chairman, is declared frequently to have cautioned the bureau of animal industry, of which Dr. D. E. Salmon is head, not to extend the inspection service to the small packing houses.

Butchers who buy from the trust usually make use of the advertisement: "All our meat inspected by the government," especially if they have a competitor who kills his own beef and pork, or who buys it from a small abattoir.

The beef trust in 1904 forced two companies out of business in Kansas City. The beef trust influence is strong in Kansas City, and suddenly an ordinance was passed prohibiting the sale of any but government inspected meat.

The Missouri Milling and Cattle Company asked the chief meat inspector, Dr. Bennett, to assign inspectors to its plant. Answer was made that there was no authority for the inspection of meat of companies not doing interstate or export business.

Workman & Co. of Kansas City, who do an interstate business, wrote: "It seems that the large companies have no trouble in getting inspectors. Why are the smaller houses discriminated against?"

Secretary Wilson replied: "Congress has warned the department not to extend the meat inspection to small houses. I am simply trying to carry out the desire of congress and keep the work within the appropriation."

17,713 ACRES OF GRASS LAND FOR LEASE

The commissioners' court of Llano county requests bids for the leasing of the 17,713 acres of Llano county school land, situated in Tom Green county, within five miles of San Angelo.

All bids to be filed on or before August 17; lands to be leased for a period of five years; lease to begin Sept. 1, 1905, unless otherwise agreed upon. All bids to be accompanied by certified check, payable to A. E. Moore, County Judge of Llano county, for \$300.

The court reserves the right to reject any or all bids. For further particulars address County Judge of Llano County.

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That Name Stands for Sound Work

Our Line is Very Complete
Never Better

If You Contemplate Buying a Wagon, Runabout, Phaeton, or a Vehicle or Harness of Any Kind let us Hear from you. We will be glad to send you photos and prices

Studebaker Bros. Mfg. Co.,

J. M. TAYLOR, Mgr.

317-319 Elm Street

Dallas, Texas

AS COMPARISONS ARE TO OUR ADVANTAGE WE CAN AFFORD TO ENCOURAGE THEM.

THROUGH THE TEXAS PAN-HANDLE.

SAVES PATRONS 300 MILES IN VISITING "COOL COLORADO" LEWIS & CLARK EXPOSITION, YELLOWSTONE NATIONAL PARK, OR CALIFORNIA POINTS, AND IT'S SERVICE SPEAKS FOR ITSELF.

FURTHER FACTS YOURS UPON REQUEST A. A. GLISSON, G. P. A. FORT WORTH, TEXAS.

RATES ARE LOW... Where Will You Go?

- To Colorado's majestic mountains, with their tonic air that adds zest to every pleasure?
- To the Golden West by the shores of the great Pacific?
- To Portland and its mighty Exposition?
- To Chicago, the greatest of all summer resorts because of unnumbered advantages?
- To Michigan, Wisconsin, Canada, New York, Minnesota, with their charming lakes and quiet rivers, fascinating landscapes and temperate climates?
- To the Southeast, with its mineral springs, its long loved hills and crystal streams?

Wherever you go, the Rock Island can take you there, and its train service from Texas is unsurpassed.

THROUGH SLEEPERS TO DENVER AND CHICAGO DAILY. Quickest and Best Service to Nebraska and Western Iowa. Write me now, stating about when and where you wish to go, and I will immediately give you full information. I have descriptive literature regarding Colorado, California, Oregon, also northern and eastern resorts, that I will gladly send free.



Write PHIL A. AUER, G. P. & T. A., C. R. I. & G. RY., FORT WORTH, TEXAS.

FELIX S. FRANKLIN

LIVE STOCK AGENT, AMARILLO, TEXAS.

CATTLE OF ALL CLASSES FOR SALE

I have a personal knowledge of almost every brand of cattle in western Texas. If you want to buy or sell, I will be pleased to meet you in person or by letter. More buyers and sellers meet in Amarillo than any other town west of Fort Worth.

CATTLEMEN LOSE ABSOLUTE LEASES

State Sale Will Reduce Acreage Held Under System. No Land Rush

As the time draws near when the state of Texas is to place approximately 6,000,000 acres of public school land on the market, much interest is felt in the result from the fact that it is the first time in the history of Texas that any portion of her public domain has ever been offered for sale in this manner. When the state of Texas was admitted into the union and became an integral part of this great republic, it was a part of the contract entered into between the republic of Texas and the United States government that the new state should retain control and ownership of all her public lands, and every other section of this land was immediately set aside and reserved as an endowment for the public school fund of the state, constituting the largest public school endowment of any state in the union.

How Land Was Acquired.

The arrangement by which Texas entered the American union left the state in possession of immense bodies of land, and with comparatively little else. There were no railroads and but little development of any kind in the new empire thus added to the American union. The great land interests of the state, however, suggested the plan of encouraging the building of railways, and a policy was adopted presenting sixteen sections of land to the mile for every mile of railway constructed in the state. The only stipulation was that the land should be selected in alternate sections, and as the railway companies located their sections they should also establish the lines of the intervening sections, each of which comprised 640 acres, for the benefit of the public school fund. This policy was discontinued more than thirty years ago, but not until considerable railway mileage had been acquired and millions of acres of the public domain given away. More than 8,000,000 acres of this same public domain were exchanged for the present magnificent state capital building, much was given for homesteads and the promotion of irrigation in the arid districts, millions of acres have been sold at from \$1 to \$2 per acre on thirty and forty years' time, various state eleemosynary institutions have been richly endowed, and still Texas has more than 18,000,000 acres of this original public domain now belonging to the public school system, within her possession.

Now on Market.

Various methods have been adopted from time to time for the disposition of this land, but the methods acquiring it in the past have proved so satisfactory that the last legislature passed a law authorizing the sale of about 6,000,000 acres to the highest bidder. The bulk of this land lies in what may be termed the arid district of the state, although small portions of it may be found in almost every section of the state. The minimum price of this land is fixed by the state and is embraced in the description sent out from the state land office at Austin. The maximum price is to be fixed by the bidder, who has the privilege of letting the principal of his bid run for the period of forty years, upon the payment of one-fortieth of the amount down, and the annual payment of 3 per cent interest.

Absolute Lease District.

The great bulk of the land has been occupied by the cattlemen who operate in the western part of the state. They have held it under lease from the state for several years, at the annual rate of 3 cents per acre a year. This land is located within what was known as the absolute lease district, where cattlemen were permitted to lease and use it for a specified time, and it was not subject to sale. The rapid settlement and development of the country has caused the wiping out of the absolute lease district, and the lands have now come on the market for sale to the actual settler upon the terms stated. The cattlemen still have a large scope of the western portion of the state comprising about 12,000,000 acres, under absolute lease, and there is not much danger of any immediate decadence of the range cattle industry of the state in consequence of this batch of 6,000,000 acres coming on the market.

Settlers Coming.

It is said that the land office at Austin has already sent out advertising matter to 25,000 inquiries from other states who have expressed a desire to purchase some of this land Sept. 1, when it comes on the market, and the people of Texas are watching the situation with much interest. It is an experiment so far as the state is concerned, designed to prevent land rushes and the bad state of affairs generally that have obtained as a result of former methods of disposing of the public domain. It is land that is generally capable of cultivation and development in the line of stock farming, and affords an excellent opportunity for the people to acquire cheap homes in the booming and boundless west.

THE TWENTY-EIGHT-HOUR LAW

In discussing the recent ruling of the bureau of animal industry relating to cattle shipments, John K. Rosson, the well known commission man of this city, said:

"The rulings of the bureau of animal

industry which have met with the approval of the secretary of agriculture are not practical, and were not promulgated by a practical cattleman or one who knows much about the handling of cattle in transit. I think that the party or parties who wrote the ruling had never seen a car of cattle loaded. In the first place, twenty-three head of 700-pound steers is not over two-thirds of a carload, and to load cattle in this manner would injure them more than to have them loaded reasonably light. The numbers running from seventeen head of 1,300-pound cattle up to thirteen head of 1,700-pound cattle to the car are practical and all right, though cattle of such weights could be loaded somewhat heavier without ill effects. But instead of twenty-three head of 700-pound cattle to the carload, a thirty-six-foot car loaded with thirty-two head of cattle of this weight would be reasonable loaded, and they could lie down and rest at will. Twenty-eight head of 800-pound cattle would be about the proper proportion to load that class of stuff to make them ride well and have plenty of room to rest, and twenty-five head of 900-pound cattle, twenty-three head of 1,000-pound cattle, twenty-one head of 1,100-pound cattle and nineteen head of 1,200-pound cattle. These figures range from one head of 1,200-pound cattle to nine head of 700-pound cattle more per car than the limit placed by the government and would permit the shipper to load into a car as many pounds as he was paying freight on. To load cattle in the proportion I have suggested would give them plenty of room to lie down and rest when they desired, and there would be no danger of their getting tramped on or injured in any manner.

"When the Street stable cars first came into use, I think it was in 1886. I shipped three trains of cattle from Fort Worth to Chicago, putting in twenty-two head of 1,075-pound steers to the car. I went with these cattle and superintended the shipping of them myself, having fifteen carloads in each train. These cattle were fed and watered in the cars, and very often I would find as many as half the cattle lying down at the same time. On these three trips I did not have to make a single steer get up on account of the animal being in bad condition or on any other account. These cattle were watered three times between here and Chicago, making the run in fifty-two to fifty-six hours, and they looked almost as well in Chicago as when I loaded them. My personal opinion is that the bureau of animal industry should make a thorough investigation of handling cattle in transit, and if necessary appoint a practical cattleman to give them this information, as the live stock industry of the United States is one of the largest industries there is in it, and certainly should be carefully considered and the interests of the producers carefully looked after.

"As I have stated before, the conditions applying to a native steer fed on dry corn will not apply to range cattle that are fed on nothing but grass. I expect to devote a great deal of my time between now and December, comparing statistics to show the habits of the range cattle and if possible to get our twenty-eight hour law repealed."

LON BARKLEY'S VIEWS

Lon Barkley of Fort Worth was in town Monday. He said he was only down for the purpose of buying Colonel Jot Gunter a bottle of that delectable beverage which he (Mr. Barkley) was accused of associating with more or less intimately at the time he made his celebrated prediction last spring in regard to the number of four-year-old steers that would go to market from the country between Eagle Pass and Brownsville this year. Mr. Barkley did not have the bottle of mesal with him, however, and admitted that he had not written Colonel Gunter to meet him on 'change, where the formal presentation would be made, therefore he has not kept himself entirely above criticism. In a lengthy interview with an Express representative Monday forenoon he acknowledged that he had all the figures and names which constituted his wonderful compilation on a sheet of paper somewhere, but that he lost it and that there is nothing left for him to do but fall back on his constitutional right to demand that the proof be furnished that his prognostication had blowholes in it.

"In the first place," said he, "I was incorrectly quoted in the Fort Worth paper which gave me the famous interview. I included both three and four-year-olds. I have been down the Aransas Pass and Texas Mexican roads for the past week and I was not compelled to dodge any infuriated mobs. The excellent season down here and the good prices were my strong allies and I am willing to enter into negotiations for peace on honorable terms and believe that it will not be difficult to find several men in South Texas who will acknowledge that this section has shipped out more cattle than was contemplated before the run began. I'm willing to admit that the southern Texas cowman was prosperous beyond his most sanguine expectations this spring and am ready to say that I am glad of it. I haven't bought anything but I have been down looking at it and it is in good shape." Mr. Barkley left for home last night.—San Antonio Express.

THE LLANO COUNTRY

J. C. Stribling was here this week from Llano county with a three-car shipment of calves, which sold at the top of the market, \$4.35, with a record breaking run of about 2,300 on sale. Mr. Stribling has always been a shipper to the northern markets, but it seems that providence brought him to Fort Worth for the first time, as northern veal markets were reported about 50c lower. The price he received for his calves here was better

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In Blacks, Black-and-Whites, Light Indigo Blues and Silver-Greys, Shepherd Plaid Effects and a large variety of new and beautiful designs. Thousands of first-class dealers sell them.



The Eddystone Mfg Co (Sole Makers) Philadelphia

than he anticipated in spite of a quoted decline at this point. Mr. Stribling said he had no idea that Fort Worth could use the number of calves that are being brought here. He states that he prefers selling near home at all times, but that like a good many others he has been slow to try the untried. He reports grass conditions very fine in the Llano country and says that though it is not much of a farming country, all the corn planted is made and the crop a good one. Mast in that section promises a heavy yield and a cry is going up for stock hogs. While practically no hogs are grain fed in Llano county a great many mast fed hogs are usually to be found there, but they are much more scarce this summer than usual, there having been a heavy loss last winter during the severe weather of February. Mr. Stribling says that he alone lost around 500 head.

WRECK INJURES STOCKMEN

EMPORIA, Kan., Aug. 11.—A switch engine crashed into a way car attached to an eastbound Atchison, Topeka and Santa Fe stock train, standing on the tracks here yesterday. The way car, which contained a number of stockmen, was de-

molished and ten persons injured, one probably fatally.

The injured:

A. N. Sanders, Blodgett, Mo., stockman, back and head hurt, injured internally, probably fatal; Charles Young, Emporia, switchman; Michael Faldeen, address unknown, stockman; John Bachus, Hillsboro, Kan., stockman; Philip Treger, Lehigh, Kan., stockman; Wm. Schleuber, Lehigh, Kan., stockman; Burt Brodie, Ashland, Kan., stockman; Frank Abell, Ashland, Kan., stockman; F. P. Singleton, Colorado City, Texas; S. W. Sawyer, Ashland, Kan., stockman.

The stock train was too heavily laden, and a stop had been made to take out six cars. A switch engine whose crew was making up the train, crashed into the way car, wrecking it badly. The stockmen in the way car were asleep at the time. The injured were taken to the railway hospital at Topeka.

Intelligence and tractability should be as high a necessity in the product of a stallion as size and form.

Sheep should never have more grain given them at a time than they will eat up clean in a few minutes.

A BOOK TO DO YOUR FIGURING AND THE BEST FARM WEEKLY IN THE COUNTRY. ROPP'S COMMERCIAL CALCULATOR AND ACCOUNT BOOK 25c —SIX MONTHS SUBSCRIPTION, FARM FOLKS BOTH FOR 25c

WHAT THIS BOOK WILL DO.

It will reduce the weight of a load of grain of any kind to bushels and show the exact amount of same in less time than it takes to tell it.

It will also show at a glance the interest on any sum of money for any time at any rate of interest. The value of cattle, hay, coal, cotton and all kinds of merchandise sold by the pound, ton, yard or dozen. The correct measurements of lumber, logs, cord wood, cisterns, tanks, wagon beds, bins, corn cribs and carpenters', plasterers' and bricklayers' work. The wages, board and rent for any time, at various rates per week or month. Besides it con-

tains many other useful and valuable tables.

A copy of this useful and practical work should be in the hands of every individual. With this book at hand, every conceivable problem that is likely to occur is easily and readily solved by any one who is familiar with first principles. It is neatly printed and elegantly bound in pocketbook form, thus being convenient for out door use.

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is one of the newest and best farm and home weeklies in the country. Each issue consists of not less than sixteen 4 column illustrated pages. Write today and address

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THE SIMPLEST, SAFEST, SUREST AND QUICKEST WAY TO VACCINATE CATTLE AGAINST BLACKLEG.

Nodose to measure. No liquid to spill. No string to rot. Just a little pill to be placed under the skin by a single thrust of the instrument.

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One year's subscription to The Fort Worth Weekly Telegram
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Think of it—a year's subscription to three first-class publications for the price of one alone.

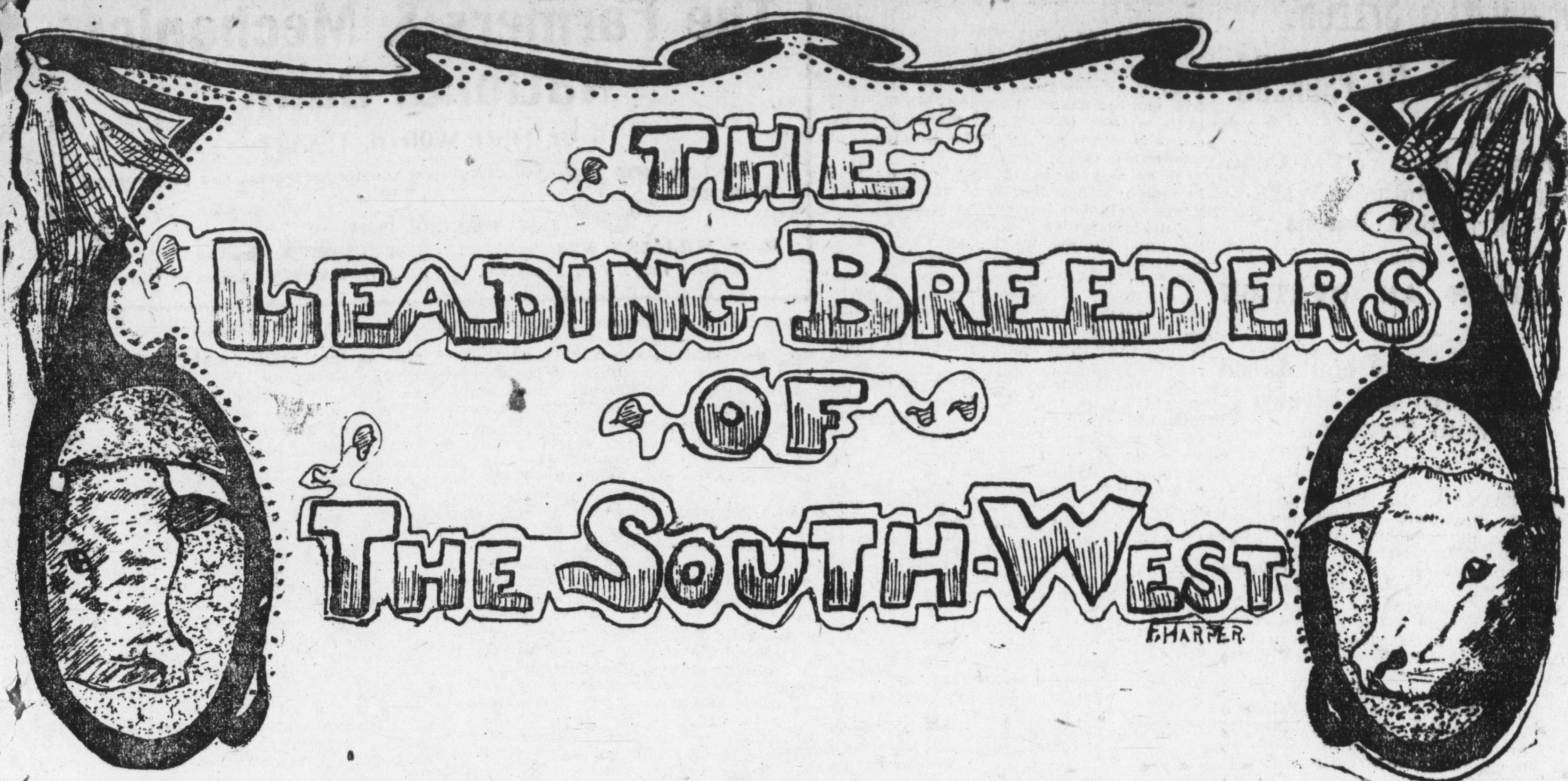
The Telegram is a live, up-to-date eight to twelve pages weekly newspaper, ably edited and interesting throughout. The Farm and Home is a semi-monthly and is the most practical farm and family newspaper published. The American Farmer is an up-to-date first-class farm and home publication.

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Specialty on Cowboy Boots

Strictly first class work and up to date in style. Nothing but French stock used in Vamps and Louisville oak sole in bottoms. Satisfaction guaranteed. Write for measure blank and straps.

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B. N. AYCOCK,
Breeder of
Hereford Cattle
MIDLAND, - - - TEXAS.

LONE STAR HERD

Scharbauer Bros., Midland, Texas. Registered Hereford cattle. Acceptance of orders for car lots or single animals.

W. S. and J. B. IKARD

Registered and Graded Hereford Cattle. Henrietta, Texas.

Calves For Sale

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

BERT SIMPSON,
MONAHANS, TEX.

C. T. DeGraffenried

HEREFORD BREEDER,
BOTH SEXES FOR SALE
CANYON, TEXAS

W. G. Low

BROWNWOOD, TEX.,
Breeder of Registered Hereford Cattle and Poland-China Swine.

R. C. Burns

Breeder of registered Hereford Cattle. Both sexes for sale at prices to suit the times. Lubbock, Texas.

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 safe-

NOTICE STOCKMEN—About 300 high-grade Hereford and shorthorn cattle for sale; well bred; good colors. Frank Nussom, Charco, Texas.

CATTLE BEING MOVED

LAWTON, Okla., Aug. 12.—The cattlemen continue to ship their cattle out of the Indian pasture reservation in the southern part of Comanche county. Burnett & Son made another large shipment to St. Louis this week.

HEREFORDS

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

HEREFORD BULL AND HEIFER CALVES

We will have this season about 300 full-blood Hereford Calves for sale. Apply early if you want fine calves, as we contract now to deliver Nov. 1.
ELKINS & HENRY,
Colorado and Snyder, Texas.

ABERDEEN ANGUS

For Sale

REGISTERED ABERDEEN ANGUS CATTLE

A choice herd of 80 head, all Immunes; some choice young bulls. Address C. E. Brown, Wills Point, Texas.

Aberdeen-Angus Stock Farm

Breeder of registered and high-grade Aberdeen-Angus Cattle. Some of the leading families represented. Young stock of both sexes for sale at all times. E. W. Permlinter, proprietor, Big Springs, Texas. Farm 16 miles south of Big Springs. Phone 273.

SHORTHORNS

M. & W. W. HUDSON, Galvestonville, 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.

RED POLLED

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

REGISTERED RED POLLS—50 head cheap for quick sales. W. C. Aldredge, Route 4, Pittsburg, Texas.

RED POLLS—Fou' ears, two of each sex, for fall delivery. Address, J. C. Murray, Maquoketa, Iowa.

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

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

GOATS

FOR SALE—400 Angora goats, 300 fifteen-sixteenth bred, 100 three-fourths bred. Address Interstate Commission Co., Fort Worth, Texas, or J. P. Parks, Rural Route No. 4, Fort Worth.

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

FOR SALE—Wolf cat and fox hounds. A. L. Primm, Primm, Tex.

MISCELLANEOUS

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.

BELLEVUE STOCK FARM, Geo. B. Root, Proprietor. "The Texas Home of Halts and Hamiltonians." Registered Hereford Cattle. Poland China Hogs. Barred Plymouth Rock Chickens. A choice lot of young stock for sale at all times. 7 high class trotters and pacers. Colorado, Texas.

B. C. RHOME, Fort Worth Texas. Hereford Cattle, Shropshire sheep, Berkshire hogs, cattle any age for sale, yearling Shropshire bucks, Berkshire pigs. Come and see or write for information.

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

Sheep Wanted!

WANTED—Six hundred head good ewes, 1 to 4 years of age. Address, Chas. E. Hicks, North Fort Worth, Texas.

POULTRY

BEST POULTRY PAPER—Sixteenth year, 36 to 112 pages; beautifully illustrated; 50 cents year; shows how to make poultry pay; large illustrated poultry book free to new yearly subscribers; 3 months' trial 10 cents. Poultry Success, Dept. 96, Springfield, Ohio.

\$300,000,000 IN POULTRY

Do you know that the government census of 1900 gives the value of the poultry produced in that year at very nearly \$300,000,000?

Poultry Success, the twentieth century poultry magazine, is absolutely indispensable to every one interested in chickens, whether they be beginners, experienced poultry raisers or one keeping a few hens. It is without any question the foremost poultry monthly in this country and readers of its articles on pure bred chickens and their better care and keeping have come to realize that it is plain truth that "there's money in a hen."

Poultry Success has regularly from 36 to 112 pages. Sixteenth year. Is beautifully illustrated and printed. Has best writers. Regular subscription price, 50 cents.

Special Offer.—If you keep chickens or are in any way interested in them, we will send you Poultry Success for one year for introduction, and send free also a large, illustrated, practical poultry book; or three months' trial, only 10 cents, stamps accepted. Sample copy free. Address today.

POULTRY SUCCESS CO.,
Dept. 96, Springfield, Ohio.
Sample free. Please mention this paper. The latest count against the automobile is that it is helping to spread the pestiferous gypsy moth beyond its present abiding places in Massachusetts.

The clips now left for the Great Falls, Mont., market are: The Floweree, 140,000 pounds; the Gillette of 100,000; the Woolman & Christianson of 110,000, and the Benton Sheep Company of 15,000.

The National Live Stock Commission Company wire from St. Louis today quotes calves 25c per hundredweight higher today, which recovers about half the decline of Monday and Tuesday.

REAL ESTATE FOR SALE

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

SPECIAL NOTICES

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.

HAT AND DYE WORKS—Largest factory in the southwest. Latest process for cleaning and dyeing. Lowest prices for first-class work. Catalogue free. Agents wanted. Wood & Edwards' Hat and Dye Factory, 108 South Akard street, Dallas, Texas.

CORN Harvester cuts and throws in pile on harvester or windrows. Man and horse cuts equal to a corn binder. Price \$14. Circulars free showing Harvester at work. New Process Mfg. Co., Lincoln, Kan.

LADY wishes to teach in a family; English, music, drawing, painting and elocution. Address, Miss Grace Lemlin, Stamford, Jones County, Texas.

FOR SALE—Choice twenty-two-section ranch, near Fort Davis, Texas; well watered. Also 700 or 800 head of high-grade and thoroughbred cattle. John Adriaance & Sons, real estate agents, Galveston, Texas.

IN TAYLOR COUNTY

"Taylor county may be said to be a cow country of the past, so numerous is the 'man with the plow' there now," said F. J. Vandenberg, who was on the market from Abilene with cattle. "Yes," he continued, "the farmers who have taken the place of the big ranchmen of a few years ago, are not neglecting to raise some cattle, and from all indications they will dip into the hog raising and feeding business more freely this fall than ever before. Taylor county crops are as fine this year as one could hope for. Oats averaged around forty bushels to the acre, and a few fields yielded double that amount. Wheat ran mostly from twelve to fourteen bushels. A fine crop of kafir corn and milo maize was produced, and some of the new crop has already been on the streets of Abilene for sale. Cotton gives promise of yielding well. Pastures are fine and cattle are in the finest shape for years. They will be marketed slowly, however, until the market improves. At present owners are asking more for their cattle than they will bring on the market."

E. P. Freeman, hog salesman of the National Live Stock Commission Company, in speaking of the top of \$6.12 1/2 here today, says: "Our general market is 10c to 15c higher than Kansas City, especially considering the fact that we do not have to sort near so closely as they do at the northern markets. There is no reason why Fort Worth should not get more of the Indian Territory and Oklahoma hogs."

One load of hogs came in the pens, forty-four head, from the Indian Territory. They averaged 203 pounds and sold at \$6.10, steady with the week. No sheep were on the market.

Thoroughbred stock will not take care of themselves. They require and demand the most constant and unflagging watchfulness.

PRESIDENT'S SPEECH THREAT TO PACKERS

Address of Roosevelt at Chautauqua Contains a Warning to Beef Barons

IS GIVEN AN OVATION

Path to Assembly Hall Lined by Children and Strewn With Flowers

CHAUTAUQUA, N. Y., Aug. 11.—President Roosevelt arrived here at 8:45 a. m. on a special car over the Chautauqua Traction line. The trip from East Waverly, the last previous stop, was without special incident.

Some time during the night after the arrival of the train at Lakewood one of the secret service officers was robbed of a valuable watch while asleep.

The Chautauqua committee composed of Bishop Vincent, Dr. George Vincent, Ira Miller and J. G. Neville waited upon the President at 7:30 a. m. After an exchange of greetings President Roosevelt was escorted to a private car on the trolley line and the short trip to the assembly grounds began. As early as 8 o'clock ten thousand people assembled at the amphitheater to secure seats. The party was escorted to Higgins Hall, where breakfast was given by the Chautauqua trustees. About 125 prominent Chautauquans and republican leaders from the western part of New York state were present.

Through a line of 800 boys and girls the President was escorted to the assembly amphitheater, the way being strewn with flowers. When he appeared on the platform the President was greeted by ten thousand people with cheers and the Chautauqua salute. Bishop Vincent introduced President Roosevelt to the great audience in a few simple sentences. The President was given an ovation. He spoke as follows:

"Today I wish to speak to you on one feature of our national foreign policy and one feature of our national domestic policy.

"The Monroe doctrine is not a part of international law. But it is the fundamental feature of our entire foreign policy so far as the Western Hemisphere is concerned, and it has more and more been meeting with recognition abroad. The reason why it is meeting with this recognition is because we have not allowed it to become fossilized, but have adapted our construction of it to meet the growing, changing needs of this hemisphere. Fossilization, of course, means death whether to an individual, a government or a doctrine.

"It is out of the question to claim a right and yet shirk the responsibility for exercising that right. When we announce a policy such as the Monroe doctrine we thereby commit ourselves to accepting the consequences of the policy, and these consequences from time to time alter.

MONROE DOCTRINE DEFINED

"Let us look for a moment at what the Monroe doctrine really is. It forbids the territorial encroachment of non-American powers on American soil. Its purpose is partly to secure this nation against seeing great military powers obtain new footholds in the Western Hemisphere, and partly to secure to our fellow-republics south of us the chance to develop along their own lines without being oppressed or conquered by non-American powers. As we have grown more and more powerful our advocacy of this doctrine has been received with more and more respect; but what has tended most to give the doctrine standing among the nations is our growing willingness to show that we not only mean what we say and are prepared to back it up, but that we mean to recognize our obligations to foreign peoples no less than to insist upon our own rights.

"We cannot permanently adhere to the Monroe doctrine unless we succeed in making it evident in the first place that we do not intend to treat it in any shape or way as an excuse for aggrandizement on our part at the expense of the republics to the south of us; second, that we do not intend to permit it to be used by any of these republics as a shield to protect that republic from the consequences of its own misdeeds against foreign nations; third, that inasmuch as by this doctrine we prevent other nations from interfering on this side of the water, we shall ourselves in good faith try to help those of our sister republics, which need such help, upward toward peace and order.

TO WEAKER BROTHERS

"What is in my view, really the most important thing of all, it is our duty, so far as we are able, to try to help upward our weaker brothers. Just

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as there has been a gradual growth of the ethical element in the relations of one individual to another, so that with all the faults of our Christian civilization it yet remains true that we are no matter how slowly, more and more coming to recognize the duty of bearing one another's burdens, similarly I believe that the ethical element is by degrees entering into the dealings of one nation with another.

"I do not mean to say that nations have more than begun to approach the proper relationship one to another, and I fully recognize the folly of proceeding upon the assumption that this ideal condition can now be realized in full—for, in order to proceed upon such an assumption, we would first require some method of forcing recalcitrant nations to do their duty, as well as of seeing that they are protected in their rights.

"Santo Domingo has now made an appeal to us to help it in turn, and not only every principle of wisdom but every generous instinct with us bids us respond to the appeal. The conditions in Santo Domingo have for a number of years grown from bad to worse until recently all society was on the verge of dissolution.

"Accordingly the executive department of our government negotiated a treaty under which we are to try to help the Dominican people to straighten out their finances. This treaty is pending before the senate, whose consent to it is necessary. In the meantime we have made a temporary arrangement which will last until the senate has had time to take action upon the treaty. Under this arrangement we see to the honest administration of the custom-houses, collecting the revenues, turning over forty-five per cent to the government for running expenses and putting the other fifty-five per cent into a safe deposit for equitable division among the various creditors, whether European or American, accordingly as, after investigation, their claims seem just.

SANTO DOMINGO MAKING MONEY

"The custom-houses offer well nigh the only sources of revenue in Santo Domingo, and the different revolutions usually have as their real aim the obtaining possession of these custom-houses. The mere fact that we are protecting the custom-houses and collecting the revenue with efficiency and honesty has completely discouraged all revolutionary movement, while it has already produced such an increase in the revenues that the government is actually getting more from the forty-five per cent that we turn over to it than it got formerly when it took the entire revenue.

CORPORATION SUPERVISION

"So much for one feature of our foreign policy. Now for one feature of our domestic policy. One of the main features of our national governmental policy should be the effort to secure adequate and effective supervisory and regulatory control over all great corporations doing an interstate business. Much of the legislation aimed to prevent the evils connected with the enormous development of these great corporations has been ineffective, partly because it aimed at doing too much, and partly because it did not confer on the government a really efficient method of holding any guilty corporation to account. The effort to prevent all restraint of competition, whether harmful or beneficial, has been ill-judged; what is needed is not so much the effort to prevent combination as a vigilant and effective control of the combinations formed, so as to secure just and equitable dealing on their part alike toward the public generally, toward their smaller competitors, and toward the wage workers in their employ.

"Under the present laws we have in the last four years accomplished much that is of substantial value; but the difficulties in the way have been so great as to prove that further legislation is advisable. Many corporations show themselves honorably desirous to obey the law; but, unfortunately, some corporations, and very wealthy ones at that, exhaust every effort which can be suggested by the highest ability, or secured by the most lavish expenditure of money, to defeat the purposes of the laws on the statute books.

"Not only the men in control of these corporations, but the business world generally, ought to realize that such conduct is in every way perilous, and constitutes a menace to the nation generally, and especially to the people of great property.

"I earnestly believe that this is true of only a relatively small portion of the very rich men engaged in handling the largest corporations in the country; but the attitude of these comparatively few men does undoubtedly harm the country, and above all harm the men of large means, by the just, but sometimes misguided, popular indignation to which it gives rise. The consolidation in the form of what are popularly called trusts of corporate interests of immense value has tended to produce unfair restraints of trade of an oppressive character, and these unfair restraints tend to create great artificial monopolies. The violations of the law known as the anti-trust law, which was meant to meet the conditions thus arising, have more and more become confined to the larger combinations, the very ones against whose policy of monopoly and oppression the policy of the law was chiefly directed. Many of these combinations by secret methods and by protracted litigation are still unwisely seeking to avoid the consequences of their illegal action.

CASE OF THE PACKERS

"The government has very properly exercised moderation in attempting to enforce the criminal provisions of the statute; but it has become our conviction

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tion, that in some cases, such as that of at least certain of the beef packers recently indicted in Chicago, it is impossible longer to show leniency. Moreover, if the existing law proves to be inadequate, so that under established rules of evidence clear violations may not be readily proved, defiance of the law must inevitably lead to further legislation. This legislation may be more drastic than I would prefer. If so, it must be distinctly understood that it will be because of the stubborn determination of some of the great combinations in striving to prevent the enforcement of the law as it stands, by every device, legal and illegal. Very many of these men seem to think that the alternative is simply between submitting to the mild kind of governmental control we advocate and the absolute freedom to do whatever they think best. They are greatly in error. Either they will have to submit to reasonable supervision and regulation by the national authorities, or else they will ultimately have to submit to governmental action of a far more drastic type. Personally, I think our people would be most unwise if they let any exasperation due to the acts of certain great corporations drive them into drastic action, and I shall oppose such action. But the great corporations are themselves to blame if by their opposition to what is legal and just they foster the popular feeling which tells for such drastic action.

"We must not try to go too fast, under penalty of finding that we may be going in the wrong direction; and in any event, we ought always to proceed by evolution and not by revolution. The laws must be conceived and executed in a spirit of sanity and justice, and with exactly as much regard for the rights of the big man as for the rights of the little man—treating big man and little man exactly alike.

"Our ideal must be the effort to combine all proper freedom for individual effort with some guarantee that the effort is not exercised in contravention of the eternal and immutable principles of justice."

SHIPPING TO FORT WORTH

G. W. Hunter of Granbury, Texas, was in the city Wednesday for the purpose of making arrangements looking to shipments of cattle from that point by himself and in connection with F. O. Fiddler,

also of that section. Mr. Hunter stated to a reporter for The Telegram that it had been the custom of himself and Mr. Fiddler to ship to the markets of St. Louis and Kansas City, but, recently, it has come to his notice that the Fort Worth market is being handled in a manner favorable to the interests of the cattlemen of the state and, for this reason, combined with several enumerated below, these gentlemen expect to ship all their cattle into Fort Worth for the future.

The general condition of the range in Hood county is good. The rains have been in such prolific abundance that grass is too high. "In some places on my home place six miles beyond Crescent," said Mr. Hunter, "the grass is as high as your waist. This is too high to be good for the cattle. They can't eat enough of it to keep it cropped off close to the ground."

With reference to any other reasons for changing from the markets of Kansas City and St. Louis to that of Fort Worth, Mr. Hunter stated that one reason which argued in favor of this market is the operation of the "28-hour law." The objections offered to this legal enactment were about the same as have been previously ventilated thoroughly by published expressions from prominent cattlemen of Texas, with one prominent and existing exception. The exception lies in the statement by Mr. Hunter that the railroad companies are probably greater losers than the cattlemen in the matter of the operation of the "28-hour law."

"The extra expense," said Mr. Hunter, "that is bound to be connected with the unloading and loading of trains of cattle at any and every point reached by shipments between the points of origin and destination is such as may ultimately force the railways to raise rates of freight on shipments of cattle."

Mr. Hunter is joined by the great majority of cattlemen through his section of Texas in the opinion that this "28-hour law" should be changed, because it is the source of great injustice to the cattlemen and works an evident hardship on all common carriers handling that class of freight. "And the most of us think," said Mr. Hunter, "that a change will come and come in the near future."

Dr. Ray, Osteopath, Fort Worth National Bank building, Fort Worth, Texas.

Nothing tends to the thrift of a pig so much as to have him relish his feed at all times.

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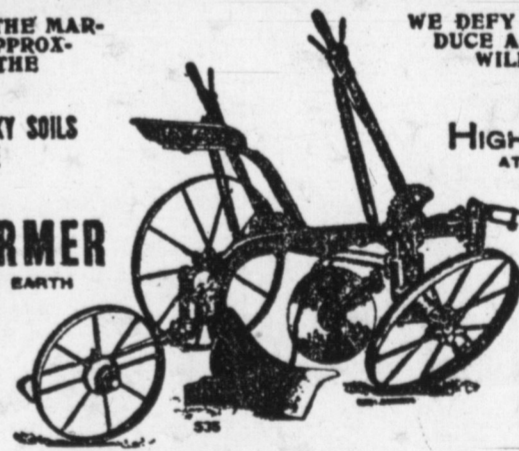
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