

STOCK YARDS DAILY

A Daily Commercial Newspaper for Modern Farmers and Stockmen and an Advertising Medium.

Vol. XI, No. 292.

ST. JOSEPH, MO., SATURDAY, MAY 30, 1903

LAST EDITION

DAILY MARKETS

Official Receipts, 1 Car, 88 Cattle; 123 Cars, 9,535 Hogs; 2 Cars, 271 Sheep.

CATTLE MARKET NOMINAL

Trade of Clean-up Character—No Material Change in Steer Values This Week.

BEST GRADES CLOSING FIRM

Week's Top, \$6.80, Realized For Good Handy Weights—Tone of Cow and Heifer Trade Active on Small Runs. Values Strong to Higher For Week—Stockers and Feeders Up 10¢ to 15¢—Hog Market Weak to Nickel Lower—Live Mutton Makes Gain.

RECEIPTS FROM JANUARY 1, 1903

The following table shows the receipts from January 1, 1903, and receipts for the corresponding time in 1902:

	1903	1902	Inc.
Cattle	262,138	225,993	36,145
Hogs	1,056,734	883,733	173,001
Sheep	278,695	432,739	-154,044
Horses	10,497	13,827	-3,330

LIVE STOCK IN SIGHT

The following shows the estimated receipts of cattle, hogs and sheep at the five principal western markets:

	Cattle	Hogs	Sheep
Chicago	100	5,800	1,000
Kansas City	100	5,800	1,000
South Omaha	100	5,800	1,000
St. Joseph	100	5,800	1,000
East St. Louis	100	5,800	1,000

RECEIPTS BY CARS

The following shows the number of cars of stock handled today by railroads centering at the stock yards:

	Cattle	Hogs	Sheep
C. & O., west	17	1,000	100
C. & O., east	40	1,000	100
C. R. I. & P.	22	1,000	100
Great Western	12	1,000	100
Missouri Pacific	6	1,000	100
S. T. & Grand Island	28	1,000	100
A. T. & S. P.	1	1,000	100
Total	130	10,000	1,000

CATTLE

Quiet Finish in Trade, Best Beeves Stronger For Week.

Only a handful of cattle were reported at the five leading markets today. Locally the small run was not sufficient to attract buyers to the yards in force. Actual trading was of the usual Saturday character and was confined to a little clean-up trade in odds and ends.

Should the weather become settled, as now seems likely, some increase in receipts may be noted next week as railroads will have been able to get trains to running on something like regular schedule again. Texas and the southwest have not been sending forward any stock this week, due to floods, and it is known that more or less cattle are ready to come from those sections.

For the week the conditions of trade have not changed materially so far as the general run of prices are concerned. Receipts have fallen off at all points, the local decrease being about 300, while at five leading points the total of \$5,000 for the week is 26,000 less than for the previous week, also showing about the same decrease compared with a year ago. While this supply is somewhat under normal for the season of year it has proven to be about on a level with demand and prices for the bulk of offerings have not shown any material change. For choice, full fed heaves there has been a little show of strength from day to day and quotations are now 10¢ to 15¢ cents higher than a week ago; this is due to extreme scarcity of these kinds at all markets, and there is always an outlet for more or less prime beef at good prices. For the rank and file of steer offerings prices have ruled about steady with close of a week ago but there has been a more free movement. With settled and favorable weather the market ought to use moderate supplies of cattle at a healthy basis of prices.

There have been no prime heavy cattle here during the week, the best offerings having been a choice lot of Nebraska fed steers weighing less than 1,200 lbs. that sold at \$5.80. Only a few leads have been here that were good enough to sell at \$5.40 to \$5.75, while bulk of steers having from \$5.50 to \$6.40, with common light kinds going for \$5.40 down to as low as \$4.50.

COWS, BULLS AND MIXED

Trading in butcher stuff today was confined to a few small clean-up transactions on an unchanged basis of prices. Activity of demand and light receipts have featured the market for cows and heifers this week. Receipts have been small and under a good demand trade has shown more life

and prices have been elevated to a moderate degree. Closing values are around a dime higher than a week ago with extreme cases 15¢ up from the recent low level. Quality of the offerings, generally speaking, has been deficient, a lot of trash showing up. A few good cows landed above \$4.75 but a spread of \$3.75 to \$4.50 took big end of the killing grades, while canners and cutters ranged from \$2.00 to \$2.25. Good mixed heifers and steers sold up to \$6.25, but sales above \$5.75 were not frequent. Most of the desirable heifers sold at \$5.00 to \$5.60 with common to medium grades at \$4.75 to \$4.75.

Bulls have been scarce and prices have maintained a steady level all week. Calf trade has been an up and down affair but current prices show little changes compared with a week ago.

STOCKERS AND FEEDERS

The present week has been the lightest of the season in the volume of trade in stockers and feeders. Scant runs have been the rule throughout and a strong inquiry and 10¢ to 15¢ higher prices have failed to increase receipts. Dealers made desperate efforts to fill their empty pens but little could be got together and the week finishes with nothing on hand in the speculative division. Offerings have consisted largely of light and medium weight stockers and selling in a range of \$3.75 to \$4.40. A few feeders sold up around \$5.00. Anything attractive is selling 10¢ to 15¢ higher than the close of last week and larger shipments next week would be appreciated.

Stock heifers were off a little early in the week but made swift recovery, closing steady to strong compared with one week ago.

The market this week responded in moderate degree to the lighter receipts. Throughout there has been better action and prices have shown an advancing tendency, although the gain was not great, closing values being quoted strong to a dime higher than the finish of last week. The movement of Colorado lambs is in its final stages and but little fed stuff is in sight. Floods in the southwest have shut off shipments of grasses from that quarter for the time being. Only a few loads of Texas sheep arrived this week, whereas bulk of receipts last week consisted of this class.

Good woolled lambs sold early in the week at \$6.25 and later at \$6.45. Best clipped lambs brought \$5.50 with sales of fair to good kinds at \$5.30 to \$5.55. Woolled Colorado ewes sold Thursday at \$4.75. Clipped sheep sold at \$4.45 to \$4.75.

1 nat spring lamb, 80, 6.50
191 nat lambs & yrs, 80, 5.00
5 nat sheep, 100, 94.4.50
16 nat sheep, 100, 124.4.50
50 nat lambs, culls, 70, 4.00
3 nat bucks, 100, 150.3.00
6 nat ewes, culls, 100, 92.2.00

OTHER LIVE STOCK MARKETS

CHICAGO, Union Stock Yards, Ill., May 30.—The Live Stock Market reports: Cattle—Receipts, 800. Market steady. Hogs—Receipts, 13,000. Market steady to weak; top, \$5.50; bulk, \$5.00 to \$5.25. Sheep—Receipts, 1,000. Market steady.

KANSAS CITY, Mo., May 30.—Special to The Journal: The Drovers' Telegram reports: Cattle—Receipts, 100. Market nominal. Hogs—Receipts, 5,000. Market averaged 5¢ lower; top, \$5.50; bulk, \$5.25 to \$5.35. Sheep—Receipts, none.

SOUTH OMAHA, Neb., May 30.—Special to The Journal: The Drovers' Journal-Stockman reports: Cattle—Receipts, 800. Market unchanged. Hogs—Receipts, 9,100. Market shade to 5¢ lower; top, \$5.40; bulk, \$5.20 to \$5.25. Sheep—Receipts, 100. Market steady.

EAST ST. LOUIS, National Stock Yards, Ill., May 30.—Special to The Journal: The National Live Stock Reporter reports: Cattle—Receipts, 500. Texas \$4.75. Market steady. Hogs—Receipts, 4,000. Market steady; top, \$5.75; bulk, \$5.40 to \$5.50. Sheep—Receipts, none.

WATERLOO, Ia., May 30.—It is evident the state dairy association will be granted an appropriation by the next legislature, the fund to be used in holding schools of instruction throughout the state, at which the farmers and dairymen can be taught how to get the most out of their herds. The legislative committee of the organization, comprising W. E. Smith of Des Moines, W. B. Barney of Hampton, G. L. McKay of Ames, E. R. Shoemaker and W. W. Marsh of Waterloo, held a meeting here and reported favorably on the matter. This committee has ascertained the intentions of the candidates for the legislature, with reference to such an appropriation and of 350 replies only six are unfavorable.

TOTAL LIVE STOCK MOVEMENT

The following table indicates the round total of receipts of cattle, hogs and sheep at five leading markets for the week ended today, together with aggregate totals and comparisons:

	Cattle	Hogs	Sheep
Chicago	35,000	130,000	64,000
Kansas City	22,100	78,500	27,700
Omaha	10,100	56,400	12,600
St. Joseph	5,400	47,400	7,500
St. Louis	12,500	50,000	10,300
Total this wk.	85,100	362,800	122,500
Total last wk.	112,300	320,000	185,000
Total mo.	116,800	813,200	172,900
Total yr.	113,100	388,700	119,700
2 yrs. ago	115,100	403,400	139,000

More all-year jobs with a vacation would no doubt help a good many men to a better relation with their hired men.

FILLING THE RANCHES.

Gentlemen Sending Shipments of Stock From Texas for the Summer.

Garden City, May 30.—J. W. Rose, a prominent cattleman of Pecos, Texas, bought one thousand head of cattle to Garden City last week and the stock will be pastured here during the summer. Mr. Rose returned to his home yesterday afternoon but expects to return in a short time with a thousand more cattle which he will put on the pastures here. The cattle brought this week will be pastured on the Burnside ranch.

The prospects are that there will be several thousand head of southern cattle pastured in Finney county this summer. Some five or six thousand head have been brought in from Texas and New Mexico and owners of pastures have received a number of inquiries for more pasture. It now seems likely that the total number of outside cattle will amount to between ten and fifteen thousand.

With the excellent pastures for the cattle during the summer and the fine cut hay the food supply here, this makes a first class point for cattle in either summer or winter and the number of cattle being brought here shows that the town's advantages are rapidly becoming known.

CURING ALFALFA HAY.

A reader in Kentucky asks how to cure alfalfa hay in a wet time. He is new to alfalfa culture, but has secured a fine stand by use of lime and stable manure.

Alfalfa hay is not harder to cure than red clover hay; it is more easily cured. First as to time of cutting. Be governed absolutely in this by the starting of new growth buds at the base of the stems, as though the alfalfa was ready to make a new growth. Do not under any conditions cut alfalfa before these buds start. If you do your next crop will be greatly injured. Nor can you long delay cutting after the buds have started. It is essential that the alfalfa be cut then, and promptly, else the stems get woody and the leaves drop off and the hay is poorer; also the second crop is lessened.

When the alfalfa is as soon as it is at the stage of dryness when the leaves would fall if it was any dryer. It will rather tough at that stage, and cannot be immediately put into the mow as a usual thing. Cuck the hay by hand in small cocks rather high. Let it set a while to cure. Open the cocks and dry a little after 24 hours, if the weather is favorable, then haul to the mow to take a crop of the hay and twist it hard, observing whether any moisture exudes from it or not. If none is seen it is dry enough.

To save labor the hay may be bunched with a rake, after being raked into small windrows, these bunches being then carefully rebuilt into cocks. Be careful that the cocks are not large on the bottom else that part will not dry at all and may mold in the mow. In opening out alfalfa cocks do not tear them all into bits but lay out carefully in several flakes. These may be turned rapidly if it is necessary.

When hay is cocked in this tough condition a hard frost will hardly penetrate the mass. Nor will it thoroughly dry if much injured by rain. We do not find it difficult to make 300 tons of alfalfa hay on Woodland Farm, and we expect to have hay out in every rain that falls after the first of June.—Joseph E. Wing, in Breeder's Gazette.

CONFUCIUS TO HERDSMEN.

When Confucius was a young man he used to go round among the herdsmen of his own province making up their quarrels and teaching them the beauty of love, says Sydney Stock and Station Journal. He taught them this: "Do not do unto others what you would not have them do to you." He was attacked by a band of robbers once, and he got wood in, and he talked so sweetly that they sat down on the grass and listened to him, till he persuaded them that they were in a bad business. He could talk, could old Kong-fu-tze, as his name ought to be spelt. After he made a great name for himself he didn't have to quarrel with any man, and he who quarrelled came to him, and he who quarrelled he had advised.

PIMBLEY PAINT AND GLASS CO.

213 South Sixth street, St. Joseph, Mo.

FOR PREVENTION OF BLACKLEG

Lebanon, Ky., April 25, 1903. Parke, Davis & Co., Detroit, Mich. Gentlemen:

It gives me great pleasure to inform you that during the last six years, since you used your Blackleg vaccine, I have not lost a single cow or calf. I vacinate 30 or 40 cattle each year, as soon as they appear on my premises. For the benefit of stockraisers who have not used Parke, Davis & Co.'s Blackleg Vaccine, and who may not be familiar with it, I wish to say that I lost several hundred dollars' worth of cattle most every year before beginning its use. I heartily urge farmers to make use of your product, as it costs only a few cents for a vaccination and saves so much. Very respectfully, F. J. Roberts.

SUGGESTION TO OWNERS.

Chicago Drovers' Journal: While killers have the situation in cattle trade well under control it might be good policy for owners to let those now in the pastures remain there awhile longer.

RED CLOVER GROWS SO RICH AND FREELY

in some parts of the northern end of the corn belt that it is classed with weeds.

SKIPS AND CULLS.

NO BOUQUETS HERE.

There are sections of the country where people are throwing bouquets at the weather man, but St. Joseph is not the furthest center of one of those sections. Most folks hereabouts would like to heave a dynamite bomb at the managing editors of the weather.

RIGHT KINDS SELL WELL.

You will observe that while the general cattle market has not been showing any activity of demand, in beef channels, there has been no trouble in cashing fully finished steers at good prices.

WILL J. PLUVIUS BE GOOD?

Weather conditions for the past twenty-four hours have suggested that Jupiter Pluvius may take a notion to let us mundane farmers finish up corn planting.

OLEARY IS WINNER.

Whether Jim O'Leary, once the boss bookmaker of Chicago, actually made that \$10,000 bet on May weather or not, it is a cinch that Jim is winner. He could not have taken ten thousand cold cash and bought the first-place, display head-line advertising that his alleged bet has pulled for him. His bet, or alleged bet, was in Chicago, not in more than half the days in May. The festive O'Leary has nerve and other things necessary to make such a bet, but just the same, the whole blamed bet looks as though it had been edited by one James Effervescent Poole.

MAY INFLUENCE MARKETING.

Flood conditions of May will perhaps have some influence in enlarging the early June run of hogs. More or less farmers who have had their crops ruined or ruined by floods, will doubtless be for selling off hogs now on hand. However, the corn crop of 1903 is not yet entirely ruined and a cessation of rains for a few days will have a tendency to restore order and stimulate farmers to hold on to a few brood sows and thrifty shoats.

TO DISPLACE FARM HORSE.

A farmer of Meade county, Kan., A. S. Wyssong, has invented the idea of a motor to do the work of his horse. It is a combination of traction engine and gasoline motor, but is materially lighter the one now in use of thirty horse power, weighing but 4,100 pounds. Either gasoline, kerosene or alcohol may be used to develop power. It has two speeds, one for use in the fields and the other for the road. The machine is known as an autotractor.

MR. COBRN PLEASE EXPLAIN.

The Kansas agricultural station will this summer send Herbert F. Roberts to Europe to inspect the principal wheat regions in search of superior varieties of hard wheat for introduction into this country. How's this, Mr. Coburn? We thought all along Kansas had a monopoly on superiority when it came to wheat and didn't need any suggestions from Europe or anywhere else?

PLANT MORE STOCK BEETS.

The growing of stock beets for sheep and lamb feeding purposes is passing out of its experimental stages and farmers in northern Colorado have this year planted a big acreage of beets for this purpose. A thorough test of the feeding value of beets was given at Berthoud last fall and the cost of feeding was reduced 25 to 30 per cent.

ADOPT SMUDGE POT METHOD.

Denver Field and Farm: The western stagers are determined to adopt the California smudge pot as a means of salvation from spring frosts which endanger the fruit crop. The pot is made of ordinary stovepipe sheetiron, with a draught lid of the same material, used to regulate the heat. It stands ten inches high and tapers from eight inches in circumference at the top to seven inches at the base. One gallon of crude oil is used in each pot and one filling will last from midnight until morning. A test was made at Grand Junction by placing a pot in the middle of four fruit trees set thirty-two feet apart in a square. The temperature was twenty-four degrees and within ten minutes the mercury rose to thirty-nine degrees, holding this temperature so long as the smudge was kept burning. The pots are not expensive and their use in future years certainly means the saving of millions to fruit growers. California long ago demonstrated the efficacy of the smudge pots in saving fruit crops from late frosts.

CORN A MENACE TO FEEDERS.

Breeder's Gazette: "I've got more grass than I know what to do with and it's growing so fast you can see it move," said a man from central Illinois in the role of "looker" in the stocker alley, "but I'm not going to put a cent into cattle until I get a line on corn. You come down here and find stockers higher'n a cat's back; then go to the ticker and watch the price of corn soar so rapidly that it gives you a pain in the head and conclude that discretion is the better part of valor, or words to that effect. I came up here with an idea that I'd take home a few cars of cattle to care for that grass, but these corn bulls are too numerous for me. They've upset all my calculations. Either corn or feeding cattle must come down and as I am endowed with considerable patience I am going to wait and ascertain which it is. What this feeder market needs is a prospect of a corn crop."

KANSAS WHEAT

ITEMS

A. S. Allen, Huron, Kan., has a car of hogs here this morning. H. Haupt, Troy, Kan., disposed of a load of hogs here this morning. Harris Bros., Blair, Kansas, were credited with a car of hogs here today.

S. B. Woodston, of Woodston, Kan., was on today's market with a car of hogs.

Myers & Hoover, the well known patrons from Morrill, Kan., sold hogs here today.

J. A. Wherley and Ray Meyer, both of Mound City, Mo., were on today's market with hogs.

W. A. Widney, the big shipper from Yorktown, Iowa, had four loads of hogs on today's market.

Johnson Bros., New Hampton, Mo., brought in two cars of hogs and two of sheep for sale here today.

A. Guthrie, Mt. Airy; J. W. Reynolds Kellerton; Bliss Bros., Knowlton; W. Souder, Shannon; C. O. Brown, Sham- baugh; W. H. Scane, Bedford, and J. A. Woodie, Northboro, were Iowa patrons of today's market.

J. E. Moritz, Prosser; D. Heye, Pauline; C. Thompson, Grand Island; Weyen- berg & W. Fairfield; Matthews & Co., Carleton; R. H. Leonard, Fairbury; W. Bruchman, Firth; L. R. Jones, Inland; Sutton Grain Co., Sutton; Joe Coates, Exeter; Power Bros., Hum- boldt; Byron & Garrison, Adams; Ruyie & Caley, Piley, and E. B. Loflin, Crab Orchard, were Nebraska shippers who patronized today's market.

Among the Missouri shippers to this market today were noted: T. Archer, Conception; J. M. Dinsmore, Parnell; Wm. Fryar, Ravenwood; J. B. Nunnally and J. W. Bookman, Maryville; W. O. Gaines, Jameson; H. Welch, Stanberry; Thomas McGarry, Clyde; John Griffin, Sheridan; J. D. Jones, Edgerton; Hugh Flood, Perrin; J. E. Hecker, Culverton; H. B. Slagle, Worth; H. Powers, Geary; S. B. Wilson, Grant City; Rankin & R. Ridgeway, Pratt & Deiter and J. Allebrand, King City; S. Boyce, Union Star; McWilliams & C., Stewartville; C. Bebout, Hopkins; J. Blazg, Arkoe; T. Faires, Savannah; E. R. Gregory, Savannah; L. H. Graf, Rosendale; John Gross, Osborn; Ed. Niel, Chas. Walker and J. Q. Waller, Matfield; W. R. Liville, Siddons; Ben Pearson, Craig; James Jones, Westboro; J. M. Drago, Fairfax, and W. W. McDaniel, Rockport.

WOOL WANTED.

Buell Mfg. Co., St. Joseph, Mo., is now in the market for local wool.

MISSOURI WEATHER GOOD.

Maximum Temperature Above 80 Degrees—Liberal Rainfalls

Columbia, Mo.—The weather bureau weekly report says:

The greater part of the state experienced a week of favorable temperatures, the mean being generally above the normal. The heavy precipitation that has been so pronounced a feature over most of the section during the past four or five weeks continued during the last week, although the excess has been less marked in the southeastern lowlands, the western part of the Ozark region and the southwestern lowland. The percentage of sunshine was slightly below the average.

In most of the central and southern counties the mean temperature was continuously above the normal, the excess ranging from 2 degrees to 6 degrees per day. In the northern tier of counties the mean was near the normal or slightly below, the cause being cool nights.

The maximum temperatures were above 80 degrees during the first part of the week in the northern counties and ranged from 84 to 90 degrees during the entire week in most of the south central and south counties. Over the northern part of the state they were below 70 degrees on the 22d and 23d. Southward of the Missouri river the minimum temperatures ranged from 55 to 69 degrees over the northern half of the state they ranged from 50 to 65 degrees until the 22d; and after this date they were below 55 degrees, ranging from 44 to 48 degrees in the extreme northern counties.

The total rainfall was in excess of the average in nearly all counties, showers more or less heavy falling on four days of the week. Excessive heavy rains occurred in the northwestern and extreme northern counties, the total fall ranging from 2 to 4 inches; over the rest of the state the fall ranged from 1 inch to 1.75 inches.

BUTTER FAT.

The Blue Valley Creamery Co., St. Joseph, Mo., quotes butter fat today at 20¢ for No. 1.

NO TIME TO LOSE.

Live Stock World: Farmers in Illinois and most parts of Iowa have been so much delayed in getting their corn planted that they haven't any more time to waste. The past few days of bright sunshine resulted in great activity in the planting process in central Illinois, but thus far only a small part of the crop is in the ground. Further wetness would surely put the farmer in bad shape and make the maturing of a corn crop rather uncertain. Farmers say there is time enough yet, but that means if they can get the corn in the ground without any more delay. In many parts of Iowa it is still too wet to get into the fields, but further wet conditions were more favorable and the crop was planted in good season and has a satisfactory start.

Continued on Page Two.

AMUSEMENTS

Crystal Theatre FIFTH AND CHARLES STREETS POLITE VAUDEVILLE Soursents for Ladies Tuesdays and Fridays 4 Shows Daily

MORRIS & COMPANY - A FEW SPECIALTIES - Supreme Hams, Supreme Bacon, Supreme Lard, Supreme Sausage, Supreme Dried Beef, Lion Brand Canned Meats. MORRIS & COMPANY CHICAGO ST. JOSEPH KANSAS CITY ST. LOUIS

Blacklegoids Simplest, Safest, Surest Vaccination for the prevention of BLACKLEG IN CATTLE. NO DOSE TO MEASURE. NO LIQUID TO SPILL. NO STAIN TO ROT. PARKE, DAVIS & COMPANY

TRANSIT HOUSE ST. JOSEPH STOCK YARDS, ST. JOSEPH, MO. FINEST STOCKMEN'S HOTEL IN THE COUNTRY. Rates: American Plan, \$2.00 and \$2.50 Per Day. A. W. KOHLER, Manager.

W. L. DOUGLAS SHOES For Men and Women, Boys and Youths. The W. L. DOUGLAS SHOESTORE 11 W. Cor. 5th and Edmond Streets. WILLIAM H. KUEKER, Mgr.

SHAMROCK WHISKEY Is Distilled for Medicinal Purposes From Rye and Barley Malt. M. J. SHERIDAN, ST. JOSEPH, MO.

C. F. Rock Plumbing & Heating Co. Modern Plumbing, Steam and Hot Water Heating. H. O. SIDENFADEN Undertaker and Embalmer. Both Phones 325 211-13-15 North 10th St

POPULAR ADVERTISING J. C. HEDENBERG 413 Francis St. BELTING! LEWIS SUPPLY CO. KODAKS KODAK FINISHING W. F. UHLMAN, ST. JOSEPH, MO. HILTON'S HOTEL Formerly The St. James Hotel

KANSAS WHEAT

Continued from Page One.

Last week a meeting of the Kansas Grain Dealers' association was held at the Commercial Club rooms in this city. There were present thirty-five of the dealers from the ten counties around Reno. These men made reports ranging from 60 to 90 per cent. The average was 73 per cent. All of these reports are based on the Coburn way of figuring which takes the big crop of 1902 as 100 per cent. That year an average of sixteen and two-thirds bushels per acre were raised.

Table with columns for county names and wheat yield percentages. Includes Meade (50%), Greenburg (Fair), Minneola (75%), Bucklin (70%), Pratt (90 and 100%), Kingman (70%), Topeka (100%), Haviland (90%), Mullinville (80%), Alden (65%), Sterling (65%), Great Bend (85%), St. John (75%), Macksville (85%), Preston (70%), Timken (90%), Alexandria (50%), Shafter (85%), Jetmore (Failure), Lakin (20 failure), Rozel (90%), Kinsley (40%), Spearville, north (75%), Spearville, south (30%), Zenda (65%), Willard, Okla. (70%), Coldwater (100%), Cunningham (95%).

TURN PRAIRIES INTO FORESTS. Sunday Magazine: Canada has such a keen appreciation of the value of forests that the government has organized a system by which settlers on the prairies of the great Northwest are supplied with trees for planting free of cost. This service, which is under the direction of the dominion superintendent of forestry, began operations in 1900, when 58,000 trees from government experiment farms were sent out to 18 settlers. Since then a grand total of 9,360,000 trees have been distributed. In the spring of 1907 2,000,000 trees were sent to 1,420 applicants. The average number of trees sent to each applicant is 1,400.

OUR BIRD NEIGHBORS. Castana Iowa Times: An added charm is given beautiful Iowa by the song birds that make their home in her woods in the spring. To one not over familiar with ornithology and therefore not bothered by classification of species and habitat and differing characteristics, it is an unending delight just to hear their whose dainty coosness is made doubly delightful by the promised warmth of the coming day.

CAN USE OWN LABEL. The Canadian parliament has amended the meat and canned goods act adopted last year so as to permit the dealer to put his own label upon canned goods. Heretofore the law has compelled the packer to affix his own label; now the goods may be delivered unlabeled and the dealer may use a label of his own, but must disclose the name of the packer if requested by an inspector.

A good mare deserves to be mated with an A 1 stallion.

ogy, which contains the following passage: As the normal pressure, or weight, of the atmosphere is about one ton to every square foot of surface at the level of the sea, and a change of one inch in the mercurial column of the barometer means a change in pressure of about 70 pounds to every square foot of surface, decided changes in pressure must exert a marked influence upon the body and its functions. A change in the barometer of one inch in twenty-four hours is not uncommon in many portions of the United States, and this change in the barometer causes a change of about one-half ton in the weight of the atmosphere that is sustained by the average human body. It is not difficult, therefore, to imagine that the physical organism of animals may be sensitive to these changes and that it has become an inherited instinct to associate the sensations experienced under different atmospheric pressures with the kind of weather they indicate.

THE HUMAN BAROMETER. Chicago Record-Herald: Professor Cox, of the weather bureau, not only furnishes the community with forecasts of the weather but teaches people how to forecast themselves, on a very modest scale.

GIVES CHILDREN AWAY. Judge Has Humane Society Provide Homes for Waifs. Juvenile Judge B. J. Casteel, yesterday morning, gave five children to the Humane society of St. Joseph. The society will provide homes for these children and will endeavor to make their surroundings more pleasant than they are reported to have been in the past.

Lies a Few Feet Under Berkeley, Cal.—Scientists Interested. Berkeley, Cal.—Buried a few feet under the classic soil of the University of California campus lies a city of the stone age whose massive walls respond to the instruments of the members of the Berkeley Society for Psychological Research and show their well defined locations, according to the investigation made by Prof. Joseph Veril, president of the local psychological society, and other members.

THE GRASS CROP. National Stockman and Farmer: As grain prices have advanced farmers have come to esteem more highly their pasture fields, and probably ten men are inquiring about the establishment of permanent pastures where one did ten or twenty years ago. There is in this country a great lack of knowledge of grass-growing and grass-using. Pastures have not been appreciated at their true value in most localities. Not often is a farmer found who can tell how many pounds his cattle have put on in a given time on a given range, or who figures how many pounds of milk or butter he should credit to his pasture field. We have met very few farmers who could tell the value of a pasture field figuring in this way.

IN THE SEWERS. Mayor Threatens to Go on Tour of Personal Inspection. There was great excitement, yesterday, in Bat City when it was announced that Mayor Clayton would be one of an inspecting party which would travel through the city's thoroughfares next Monday.

MAY BIRTH RECORD. The record of the homes over which the stork hovered during the past month, as kept by the board of health, shows that boys were more frequent arrivals than their fairer sisters. A total of fifty-seven births was reported for the month, thirty-nine being boys and sixteen girls.

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man Had sick. W. B. Kelling, yesterday, why a certain Sixth Street water main was broken. He said the water main was broken on Thursday by the taking of a sample of the milk to be served to customers. The milk, when tested, was found to contain only seven-tenths of 1 per cent of milk fat and only 8.55 per cent of milk solids. This is far below the average for even skimmed milk and the lunch counter man is due to receive a scathing letter from Kelling within a few days.

It is the poorest sample I have found in the city," said Kelling, "the other samples panned out fairly well, and two were positively good."

Country subscriptions are payable in advance. Do not send checks on country banks. Send with postal order or draft payable to St. Joseph Journal Publishing Company. If you do not receive your paper regularly, notify this office or your commission agent once, so the matter may be regulated without delay.

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Miss Nan Jones, who has been spending the season at Rock Port, Mo., trimming hats, has returned. She is visiting her parents at Halls. Frank DeHaun of Horton, Kansas, arrived to visit his wife, who is the guest of her parents, Mr. and Mrs. E. T. Davis, 113 East Missouri avenue.

G. B. Haynes, who came very near being electrocuted last Friday afternoon in the barber shop of Cook on King Hill avenue, is able to be at his work. T. F. Keller, of the local bureau of animal industry, has been transferred to East St. Louis, Mo. Mr. Keller was transferred to this place some time ago from Pittsburg, Kansas. He will leave for his new field of labor June 1.

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EXHIBITS OF THE WORK OF ALL THE PUPILS were in each room, all departments being represented. The new school represents an outlay of more than \$40,000, and is considered one of the most modern and up to date schools in the west. It is especially noted for its modern heating and ventilating systems. The residents are at present working for the installation of a fire plug in the near vicinity, as the school is without any fire protection.

IN THE SEWERS. Mayor Threatens to Go on Tour of Personal Inspection. There was great excitement, yesterday, in Bat City when it was announced that Mayor Clayton would be one of an inspecting party which would travel through the city's thoroughfares next Monday.

ASPERATIONS cast on the mayor's bravery by officials who had learned that he had declined to go through one of the main sewers has caused the chief executive to put forth a declaration to the effect that he was just as game as any of them and that next week would see him, attired in rubber boots, making a trip through any sewer designated by the city engineer.

IT IS HINTED that the Mitchell avenue sewer, one of the largest in the city, and always filled with high water, is to be the one through which the mayor will be called to wade.

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LOCAL PHYSICIANS have been more prominently in reporting the new arrivals, and it is believed that with one or two exceptions all the births during May have been reported.

VETERANS BANQUET. As the guests of Captain Thomas W. Evans, several of the prominent civil war veterans were given a banquet at the College Inn last night. Following the spread the veterans amused themselves until late in the evening by telling stories of old camp life. Covers were laid for General R. B. Brown of Kansasville, O.; D. C. Colvin of Rock Port, Mo.; Judge O. A. Noeman, Capt. B. F. Buzard, Frank Schreiber; Brother Emory; Fred Wenz; T. E. Rawlings of Kansas City, Mo., and Lucien E. Carter.

DRIVER CAME BACK

PHANTOM APPARITION IN THE ENGINE CAB.

Story is Vouched for by Two Men of Good Reputation—Recognition of Friends Seemed to Please Phantom.

MOST remarkable instance of ghostly apparition occurred in the yards of one of the big railroads running into during the winter of 1896.

Engine No. 587 was one of the largest and best on the division, and had been relegated to the switch yards for bad behavior, so the yardmen said.

Soon after the big strike of the A. R. U. Mr. W. died very suddenly and No. 587 was of course turned over to other engine drivers.

Finally No. 587 was transferred to the switch yards, where it worked all right for a while, then it began smashing things again.

The weather had been bad for over a week, the tracks were slippery, and the engine driver on No. 587 always was on the lookout that he kept to the track all right.

Of course his account of the apparition was met with scoffing and considerable chaffing upon the part of the railroad men about the yards.

One night, however, about a month after W's apparition made its first appearance in the cab of No. 587, the engine driver had his head out of the window, waiting for the signal to back up.

If the engine driver had been frightened at Mr. W's apparition the fireman was paralyzed with fear, crying out, with chattering teeth: "It's W's ghost and no mistake about it!"

The recognition from his two old friends seemed to please the phantom, for he nodded his head, smiled, pulled open the throttle and backed the engine.

All to Save a Minute. What is the value of a minute of time? Do you think \$1,000,000 too extravagant a figure?

Considerably more than this is being paid by some of the big railroads of the country in their efforts to vanquish Father Time. In order to save about 30 minutes in reaching the heart of New York, the Pennsylvania railroad is spending about \$60,000,000 to burrow under the Hudson river.

When the New York Central's plans, involving an expenditure of \$70,000,000, are completed, engineers figure that the running schedule of each train will be reduced six or eight minutes. Not all of this vast sum for improvements can be charged to a desire to save time, however.

Have Changed Countries. It is a curious coincidence that Canada's greatest railroad man, Sir William Van Horne, is a native of the United States and that the greatest railroad builder of the United States, James J. Hill, is a native of the Dominion.

Fast Travel in England. The Bristol to Paddington (Eng.) express covers 118 1/2 miles in two hours.

RAILROAD INTO LIBYAN DESERT.

New Line That Adds Fertile Province to Land of Egypt.

The new railway which is to bring the ancient Oases of Kharga into close relation with Egypt has been opened to the public. The line which is some 200 kilometers in length, and has been constructed under the auspices of the corporation of Western Egypt, starts from Kharga Junction, which is some five miles from Nagahamadi, the celebrated sugar center, and proceeds through the most barren country. On the way one passes countless Roman ruins, and the scenery right along is of the most bold, fascinating and varying type.

The new province is a most fertile one, and rich in mineral and stone deposits, and although far removed from the usual irrigation area, it is provided with an inexhaustible supply of pure water. Very shortly the corporation will start the construction of a railroad to the neighboring Oasis of Dakhla, where equally valuable products have been found, and where the agricultural prospects are equally encouraging.

The Oasis of Kharga was in ancient times called the Oasis of Kenemet, and is best known as the Great Oasis. It boasts a ruined Egyptian temple, consecrated to the god Amen Ra, which was founded by Darius I. Hyastapes in the fifth century B. C.

It is almost impossible to tell to what extent the two oases will be able to be developed. It is estimated that the Oasis of Kharga has 46,000 feddans (a feddan equals 5.082 square yards) and the Oasis of Dakhla 27,000 feddans of land available for cultivation.

RAILROAD USE OF STEEL.

Lines Take About a Third of Manufactured Product.

Years ago, say up to the past ten years, it was the common estimate that the railroads consumed, in one way or another, about half the iron and steel output of the country. What has been their proportion in the past two years, the greatest in the iron trade's history, with a pig iron production, respectively, of 25,307,191 and 25,781,381 tons? asks the Iron Trade Review.

The totals show that of 19,400,000 gross tons of rolled iron and steel the railroads take about 7,500,000 tons, or a trifle under 39 per cent.; that of some 7,300,000 gross tons of iron and steel castings they take a trifle under 20 per cent., and that of the grand total of all rolled and cast iron and steel, 26,700,000 gross tons, they take 8,900,000 tons, or exactly one-third.

There is no question that 10 or 15 years ago the proportion was more than one-half. Probably it was much more than half, possibly reaching two-thirds. Indeed, we are advised that just recently an official of a prominent steel company made the statement to a representative gathering of iron and steel manufacturers that "the railroads of the country consume about 60 per cent. of the iron and steel products." That statement was absolutely incorrect, but it shows how the old impression has survived through changes in the channels of consumption of which iron and steel manufacturers ought to have kept closer track. The change is due largely to the growth of general demand for the lighter products. Altogether, it would appear that the importance of railroad buying, as foreshadowing the future of the iron and steel trade, is being overestimated in current thought.

Bound to Have Greater Speed.

Leading railroads of the country, in the last ten years, have spent more than \$800,000,000 in their determined fight against time. It is figured that the gain, in all, amounts to something like 13 or 14 hours on schedules.

Almost as startling is the assault made upon Father Time by great steamship lines. No sooner does a Deutschland eclipse the ocean record than rival owners set out to build a Lusitania and a Mauretania; when they have captured the blue ribbon of the seas eager competitors plan even a nighter vessel with which to wrest from them the prize. Millions are lightly regarded in the scales as against a few minutes clipped from the record.

Railroad Bridge to Match House.

Before giving his consent to the Great Western railroad to build a railroad bridge across a part of his property a landowner stipulated that it should be constructed of stone which should match that of which his house was built, and should consist of three elliptical arches. The bridge, which has been successfully completed despite the difficulty of construction, is the only one of its kind in England, perhaps in the world.—Railway Magazine.

CLING TO ENGINES

DRIVERS HAVE REAL AFFECTION FOR MACHINES.

Electric Locomotive Unable to Inspire Sentiments Such as Spring Up Between the Engineer and His Steed of Steam.

"It ain't the same," said the old engineer. "She ain't alive."

The veteran waved his hand toward the two great machines that stood side by side in the train shed.

"There's your new-fangled electric," he continued. "I call her the shilling shocker, though she ain't so cheap as she looks. Costs \$25,000 good money. But she's ugly, hump-backed and cold. You can't get on terms with her—can't feel a human interest. She squats on the rails like a toad in a trance, only there's something about the toad that tells you he can hop. Whereas, who would ever know that this black giant could pull a whole train from here to nowhere?"

"No, I don't take any shine to this big lightning bug. Me for her neighbor here, that has just steamed in with the limited. There's something for your eyes—and the real thing in railroading."

"Nothing cold about her! And nothing dead. She's panting for the road again this minute. You can tell that by the way she stands. She's ready for the springing away—as ready as the racehorse that prances at the post. And I want to say right now that there's nothing like the experience and the feelings of a man that stands at the throttle of a machine like this—a living machine, mind you—and feels her bounding away over miles of steel, through light or dark, nervous and eager, but always obedient to the rein."

"It sets me to talking a lot, stranger, but I can't help it. You see, I've been at the throttle a long time. I know engines. And I don't believe any man who drives one of these electric critters is going over to know his machine in just the same way. It ain't natural. The thing can't make him understand. Why, you can give a regular talk to this slim racer under steam, here, but what can you have to say to this other thing, and what can it answer back of itself, when it has even to pick up its power from a third rail—an outsider?"

"Engines—the steam kind—begin to have whims and notions the minute they get to work. They have to be broke, like horses. I've seen 'em buck like broncos, in the old times, and I've seen 'em refuse to make steam before 'em get quite ready. Just cut capers by the mile. Mostly they settle down in the end, but some of 'em stay pretty mean and sulky, and only fit to draw local freights. It takes a clever engineer to do nimble yard work."

"And, speaking of cleverness, did anybody tell you of the old Delaware & Hudson locomotive that jumped herself back on the track? No? Well, she did it, all right, up the road from Binghamton. I've forgotten her number, which makes no difference, anyway, but she was an engine that the boys used to say had never done a mean thing, and she seemed to be positively ashamed of herself when she left the rails that night."

"It was stormy and dark when the thing happened, and the train crew was about as glum as they could make 'em. They thought they saw a long, hard job and perhaps a long wait for a wrecking gang. They swore a little at the machine, but the engineer wouldn't stand for much of that, and, besides, there was the crooked rail in plain sight that had done the mischief."

"Now, some folks won't believe what followed, but I do, because, as I say, I know engines. All at once, when the boys were poking around, that old Number Whatever-it-was just gave a hump and a jump, and there she was back on the iron just as neat and as smooth as you please. Say, would one of these third-rail jiggers be doing a trick like that? Well, hardly."

"Yes, I'm prejudiced. I don't deny it. But I don't go so far as the other engineer who said once that he would sooner run over his best friend than reverse his engine. A locomotive is sure enough the most human of machines, and I know how a fellow in a jumper feels when his pet goes from the rails to the scrap-heap. But a life is a life, and of course there ain't anything made in iron and brass that's going to take the place of a man or a child."

"They don't put so much fancy work on engines now as they used to. It was the way once that an engineer or fireman dead stuck on his machine could put in all his leisure time shining the brass fixings."

"All sentiment," some fellow will say about this time. And sure it is. But sentiment helps some in the day's work, though it probably won't stand in the way of progress. That dead one there with the hump is electric and scientific and new. Its day is coming fast, as near as I can see, and some day there won't be any of us fellows who have handled the steam throttle. Unless human nature gets some way electrified, too, there ain't going to be much sentiment along the road then, nor engineers' tears for old machines that come to their doom in the scrap-heap."

HAS RECORD FOR GOOD WORK.

British Engineer Fought Africans and Built Road Above Clouds.

Basil Tanfield Boothby, bronzed from his experience in the tropics in the last 13 years, building railroads, fighting savages and shooting big game, has arrived in America, bound for his home in England. The young engineer has helped to make history during the long time that he has been away from civilization, and the story he tells is one of absorbing interest.

He left England for Uganda, Africa, in 1895, under orders from the British foreign office, to carry the construction of the government railroad from Uganda to Mombassa.

This railroad was needed for strategic reasons to hold Uganda. Boothby stayed in the African wilderness four years, carrying out the important task entrusted to him. He is enthusiastic over Uganda as a sportsman's paradise, declaring that it is the greatest big game country in the world. Walton Harrison, one of the engineers in his party, was killed as a result of a stirring adventure while lion hunting with him. Harrison killed one of the beasts, but was torn to pieces by a lioness which he had wounded.

Boothby took part in many skirmishes with the native tribes, which were hostile to his work. His position as a government engineer made him ex-officio a magistrate, and he led one campaign against 500 blacks who had harassed his party, poisoning the water and waylaying stragglers and cutting their throats. This tribe was the Wakruo, and lived on the edge of the Great Rift valley.

This extraordinary valley is 1,000 miles long, running north and south, and 40 miles wide at its narrowest point. It is 2,000 feet deep and, through an upheaval ages ago, is 5,000 feet above the level of the sea. It is full of lakes and rivers and volcanoes and inhabited by the finest tribe of warriors in Africa, savages who eat no vegetables or fruit, but subsist on a meat diet entirely. This tribe, the Massai, is allied to the Zulus.

When Boothby finished his Uganda railway in 1899 he took an order to build a railroad across the Andes in South America, from Buenos Ayres to Valparaiso. The surveys carried the line over a district of lofty peaks, the pass, where the divide was crossed, being 13,000 feet above the sea level.

Boothby encountered many difficulties, aside from engineering problems. The negotiations with the Chilean government were not successful, and the result was that only part of the line, the Argentine side, was finished.

In 1900 Boothby went to China to work on the Shanghai-Nanking railroad, a line which will be ready to be opened soon. The road will serve a rich district, and Boothby says that, thus far, the traffic is very encouraging. The difficulties which the road encountered with the tariff, the internal customs bureau, of which Sir Robert Hart is the head, are about to be adjusted amicably.

The Shanghai-Nanking railroad extends 200 miles and cost about \$10,000,000. It was built for the Chinese imperial railways through a loan raised by a British and Chinese corporation.

Chicago's Great Subway.

One of the most remarkable of later-day romances of millions has to deal with the freight subway system of Chicago—a marvel of enterprise requiring a staggering expenditure.

While this great enterprise was not intended primarily to economize in time, its purpose was to facilitate the local receipt, shipment and exchange of freight, to prevent congestion of streets and in this way to insure a more prompt transaction of business in the second largest city in the country.

A swifter transaction of the business of the great city has been the result, so that this expenditure of \$30,000,000 for 45 miles of tunnels beneath Chicago's streets may be charged up to the world-wide fight to gain time.

In its simpler commercial aspect this subway system is a 45-mile network of underground conduits to facilitate the movement of freight from depot to depot, from warehouse to warehouse, from factory to store and from merchant to consumer.

Every street within an area nearly two miles square is duplicated—except as to buildings—at a depth of from 25 to 40 feet underground, each street intersection, name and direction below corresponding to the same on the surface.

China Building Railroads.

In China, during the last year, through traffic was resumed on the Manchurian railways. The Hsinmintun Mukden line has been redeemed by China at a cost of \$1,668,000. The Shanghai-Nanking railway has been extended to Chinkiang and should be completed within a few months to Nanking; the Kalgan railway, built entirely by Chinese, of which the first section was opened on September 30, 1906, has been steadily pushed forward; the Chenting-Taidan branch of the Pekin-Hankow line was opened on December 6, the construction of the 182 miles having taken three years and three months, while another branch from Kalgang to Chechow was opened earlier in the year. Work on the Canton-Kowloon railway is also being pushed on rapidly.

Canada's New Line.

Canada's new transcontinental railway from Moncton on the Atlantic to Prince Rupert on the Pacific, a distance of rather more than 2,000 miles, is fully under way and is to be completed by December 1, 1911, at a cost of \$200,000,000.

HIS RABBIT'S FOOT

LUCKY POCKET PIECE THAT CERTAINLY "MADE GOOD."

If Engineer Had Not Dropped It Just at the Time He Did Who Can Tell What Would Have Happened?

GOOD, clever, rabbit's foot, left hind," said the fat engineer, "one that is always on the job, is a great boon. Now I have one that I always carry in my inside jumper pocket. I ran over a rabbit one day 'n' in the choplin' process its left hind leg was tossed through the cab window 'right into my lap. Of course it would be too much like temptin' fate to let a good thing like that get by, 'n' I've carried it with me on my runs ever since."

"The other day I stopped at the junction for water with the daylight express. The boys at the roundhouse down there got to throwin' a josh in to me about my rabbit's foot protector. Some of them didn't believe it was true that I put so much faith into it."

"Well, I says, 'you can josh me as much as you like, but I'm frank to admit that I wouldn't like to go out on the road for a trip without my hunch in my pocket.'"

"Then they all had to have a look at it. After they had passed it around it was time for our train to leave, 'n' I carelessly stuffed it in the outside pocket of my jumper, I was in such a hurry."

"I had a heavy train, but we were right on time, so I didn't mind much, as the 1327 was workin' her dandiest 'n' we plowed along just like an ice yacht before a 40-mile gale. Goin' round the Ten Degree Curve the 1327 slipped 'n' hobbled for a second like a fat man steppin' on a banana peel. I eased her off with the throttle a bit, wickin' my head out of the cab window to see what caused the unsteadiness on the part of the 1327. As I did the locomotive gave a little lurch 'n' I felt my rabbit's foot alidin' out of my jumper pocket. I made a grab at it, but I didn't come within a foot of it. It landed on a little ledge of the runnin' board just outside the cab. I leaned out of the window to get it. Some mysterious influence seemed to be workin' against my reachin' that rabbit's foot. In another second it bounced off to the ballast to one side of the track."

"Well, I was in a quandary for a second. However, I firmly made up my mind I wasn't goin' to lose my rabbit's foot guardian angel in that fashion. So I put on the air. As the train came to a stop I dropped from my good luck piece. As soon as the train stopped a natural curiosity rose in the minds of the passengers 'n' the train crew as to what was the matter. Jim Spratt, the conductor, asked me what was up, 'n' I just told him that I dropped something of considerable value 'n' had stopped to pick it up. A fresh guy in one of the Pullmans overheard my answer 'n' butted in as follows: "Say, old sport, I dropped a quill toothpick from the dining car back up the road a piece. Would you mind backin' up there 'n' gettin' it for me? Of course we are in no hurry to get in. This near railroadin' fatigues me."

"I didn't make any reply to him, though I would have liked to give him a slam in the slats. In less time 'n' it takes to tell it I had the train started again. I just got 'em movin' about eight miles an hour when I heard a crashin' of the ties 'n' the 1327 listed over to one side. Of course we were goin' so slow that we could almost stop in a space the size of a ten-cent piece. I dropped down to the ground again 'n' on inspectin' the truck I found a broken rail. Now, wasn't that nice work for that rabbit's foot?"

Pennsylvania Grasshopper Story.

"The Grasshopper Level" on the Pennsylvania railroad is within four miles of Lancaster, and derived its name from this circumstance: The grasshoppers one season were so numerous as to destroy the crops, and it is said the fence rails were worn smooth by the insects crossing from one side to the other in searching for green pastures. While that may seem incredible, an examination of the grasshopper's hind legs will corroborate the probability of the story's correctness. During that season the pests were so thick on the rails in the vicinity mentioned that the engines with their trains were stalled, so that to make any progress it became necessary to have men precede the trains and pour sand on the tracks. This suggested carrying the sand in boxes, and next putting the boxes astride of the locomotive, and then adding rods which were placed under the control of engineers and firemen.

Train Cut Off Fox's Brush.

During a run with the Vine hounds at Whitechurch a fox was caught by one of the hounds on the railroad line, says the London Daily Mail.

Before the hounds could be whipped off an express train dashed into them, killing one and cutting off the fox's brush.

Used Many Ties.

The number of ties purchased by the steam and electric roads of this country during the year 1906 was 702,824,040. The demand for the steam roads amounted to 75 per cent. of the total.

HORSES AND MULES

WANTED TO BUY

JACKS AND JENNETS. For Sale—Home-raised—our Cherry Groves Farm. All in extra good working condition. Will bear close inspection, as all are bred right. Prices reasonable. C. M. DAILY & SON, Savannah, Mo.

FOR SALE. Registered Shropshire sheep, yearlings and ram lambs for sale. Also limited number of ewes. Also high class Jacks and Jennets and young mules in carload lots or by pairs. S. B. LIZ, South St. Joseph, Mo. Yard phone 702 South 4 rings.

WANTED TO BUY

Horses, Mares and Mules from 4 to 8 years old. Stock must be fat and broke to work. Highest cash price paid. We carry a nice line of young mules for farmers.

JOHN HANN. Barr 1024 Fifth street, northwest corner Route Park, St. Joseph, Mo.

Journal Advertising Pays

Nebraska Farm & Ranch Lands

THE VIRGIN SOIL OF NEBRASKA

FOR SALE. A good 400 acre farm, 11 miles northwest of Sidney, Neb., price \$15 per acre. This section has the best productive farm land in the state. I have many other tracts of desirable farm and ranch lands as prices that are bargains. Write for any information you may desire. All letters promptly answered in German or English.

HERMAN SPRINGER, Sidney, Neb.

L. E. SWIFT, President. JOHN DONOVAN, Vice-Pres. and Gen. Mgr. L. D. W. VAN VLIET, Asst. Gen. Mgr. M. B. IRWIN, Traffic Mgr. CHAR. PASCHE, Secretary. P. F. WELLY, Treasurer. L. B. SACK, Louis SIEMENS, Cashier.

ST. JOSEPH STOCK YARDS COMPANY

ST. JOSEPH, MO.

We are in the Market every day for Cattle, Hogs and Sheep

We are especially bidding for Range Cattle and Sheep, both for slaughter and feeding. Located on fourteen railroads, and in the center of the best corn and live stock district in the United States, we are prepared to furnish a good market for all kinds of live stock. Our charges for yardage and feed are:

YARDAGE. Cattle, per head.....25c. Horses, per head.....25c. Hogs, per head.....10c. Sheep, per head.....10c.

FEED. Corn, per bushel.....95c. Hay, per 100 lbs.....80c.

Our packers furnish a daily market for all kinds of Cattle, ranging from Canners to Export Cattle. Look up your railroad connections, and you will find them in our favor.

Accounts of Banks and Bankers

Received on Most Favorable Terms

Correspondence Invited.

ST. JOSEPH STOCK YARDS BANK

SOUTH ST. JOSEPH, MO.

CHAS. PASCHE, President. G. G. EVERHARD, Vice-President. J. L. FREELAND, Cashier. E. A. GREGORY, Asst. Cashier.

PRINCIPAL STOCKHOLDERS. L. E. SWIFT, President of Swift & Company. EDWARD W. SWIFT, Vice-President of Swift & Company. EDWARD TILDEN, President of Libby, McNeil & Libby. O. W. WALLER, Manager Swift & Company, St. Joseph. EDWARD MORRIS, of Nelson Morris & Company. JOHN DONOVAN, Manager St. Joseph Stock Yards Co. W. L. SKEELEY, Treasurer St. Joseph Stock Yards Co. CHAS. PASCHE, President; G. G. EVERHARD, Vice-President.

HAMMOND'S

"MISTLETOE" Hams, Breakfast Bacon, Lard and Canned Meats

Are the Finest that the Packing House Art Can Produce

Hammond Packing Co.

Chicago, Ill. St. Joseph, Mo.

Both Phones No. 1201. Members Chicago Board of Trade.

MINER & COMPANY

Postal Building, Chicago. GRAIN, PROVISIONS, STOCKS, BONDS

Private wires to all market centers. Cash business a specialty. L. M. SICKLES, Local Manager, 8 Board of Trade, St. Joseph, Mo.

JAMES KERSEY,

Stock Yards, Southwest Corner Illinois and Lake Avenues.

WINES, LIQUORS AND CIGARS

Old Telephone No. 168. SOUTH ST. JOSEPH, MO.

M. J. DONEGAN, Plumber, Gas, Steam, Oil and Hot Water Heater

Old and New. House, Packing, Pumps, Gas Fixtures, Closets, Bath Tubs, Boilers, Brass Goods, Lawn Sprinklers, etc. Estimates furnished on application. Fourth and Felix Sts., Southeast Corner

SENATE IS TIED UP

LA FOLLETTE OF WISCONSIN ATTEMPTS TO TALK CURRENCY BILL TO DEATH.

SENATOR STONE ASSISTS

Wisconsin Senator Threatens to Keep Senate in Session for Three Weeks if Necessary to Defeat Measure.

Washington, May 30.—It has been a long time since the senate has been tied up by a filibuster with such slender support as was in evidence Friday when Senator LaFollette undertook to defeat the conference report on the Aldrich-Vreeland currency bill by talking it to death.

Mr. LaFollette complained of his recent illness and during much of the day leaned strongly upon the arm of his chair half sitting as he talked.

Shortly before six o'clock Mr. LaFollette inquired whether a proposition would be agreed to strike out railroad bonds and stocks from the list of securities contemplated in the conference agreement but Mr. Aldrich promptly declined the offer, saying the adoption of the report was the only question before the senate and adding that so far as he was concerned, he had neither power nor disposition to make the concession suggested.

Mr. Aldrich declared that the report would remain before the senate until March 4, 1909, if necessary.

Mr. LaFollette threatened during the day to keep the senate in session three weeks, but the support he will get in order to continue his tactics at the end of his physical endurance is yet to be seen.

Senator Stone arranged to relieve Mr. LaFollette. The latter had just raised a point of no quorum and Mr. Aldrich moved that the sergeant-at-arms be instructed to compel the attendance of absentees from the chamber who are in the city.

The vigor and resources of Mr. LaFollette were probably never more severely tested than they were Friday night.

After Mr. LaFollette had spoken for more than ten hours he received a note from some watcher he had placed on guard.

Senator Stone returned just before midnight and it was rumored that Senator Jeff Davis had telegraphed Senator LaFollette that he was coming and to hold out until he reached Washington early Saturday.

Republican leaders say they will have a quorum from their own membership Saturday and that they will not be defeated by a one or two-man filibuster if they have to keep congress in session indefinitely.

Bryan Touring Nebraska. Omaha, Neb., May 30.—Wm. J. Bryan Friday began a week's tour of Nebraska, devoting himself to the northern half of the state.

Bryan's Friends Scoff. Lincoln, Neb., May 30.—Friends of Wm. J. Bryan Friday scoffed at the statement that former Judge Alton B. Parker would be chairman of the resolutions committee at the Denver convention.

The Nebraska Floods. Beatrice, Neb., May 30.—A rise of eight feet in the Blue river has flooded the country between here and Barneston.

Buried in Arlington. Washington, May 30.—The body of Rear Admiral A. S. Crowninshield, retired, who died in Philadelphia Wednesday, was interred Friday afternoon with military honors in the national cemetery at Arlington.

CORNER IN MAY CORN ENDS

PATTEN SAID TO HAVE CLEANED UP \$2,000,000.

Excitement in Chicago Grain Pits and Market Was Decidedly Erratic.

Chicago, May 30.—The "corner" in May corn which has been run by James A. Patten of this city and his associates came to an end Friday, and the "Patten crowd" is generally credited with having made about \$2,000,000 on the deal, although it is admitted that all estimates are largely guess work.

The market Friday was highly irregular and nervous, in wheat, corn and oats. May wheat ranged between \$1.06 and \$1.11, and closed at \$1.10 1/2. Corn sold anywhere between 77 1/2c and 82 1/2c, and closed at 80c to 80 1/2c. Oats ranged between 51 1/2c and 56 1/2c and closed at 52 1/2c.

Excitement ran high in all of the grain pits when the weakness was greatest. Values changed with such bewildering rapidity that traders were puzzled. Shorts were anxious to cover, and brokers for the bull leaders had at times plenty of grain to sell.

The "corner" has been largely in May corn, and Patten's holdings of this option were accumulated between 55c and 60c. Subsequent buying, necessary to support the market at critical periods raised the average purchase price about 6c a bushel.

Grave Blue Jackets. Washington, May 30.—Through the fearlessness of the crew of the president's yacht Mayflower, what might have resulted in a disaster, was prevented Friday night when fire was discovered in a powder magazine on the water front at the navy yard.

Nebraska Won Track Meet. Lincoln, Neb., May 30.—Nebraska Friday won the track and field meet from Minnesota by 84 points to 28. Two state records were broken and one equaled.

An Iowa Field Meet. Des Moines, Ia., May 30.—Iowa college of Grinnell easily won the Iowa Intercollegiate field meet Friday afternoon, defeating the strong Ames team by a margin of 16 points.

Secretary Taft in Connecticut. Norwich, Conn., May 30.—Secretary William H. Taft was the guest Friday evening of the Norwich board of trade and addressed a large audience of people from the stage of the Broadway theater.

Kansas Defeats Nebraska. Lincoln, Neb., May 30.—Kansas University tennis team defeated Nebraska university by three points in the game at Lincoln on Friday.

Whitlow Case to Jury. Iola, Kan., May 30.—The Whitlow case went to the jury at 8:10 o'clock Friday night with instructions from Judge Foust that if a verdict is reached in the night it shall be kept sealed till seven o'clock Saturday morning, to which time court adjourned.

Gunness Effects Sold. LaPorte, Ind., May 30.—The auction sale of the personal property left by Mrs. Belle Gunness Friday was attended by between 4,000 and 5,000 persons.

Methodists Rushing Work. Baltimore, Md., May 30.—The rush that precedes the end seems to have set in the Methodist Episcopal general conference and the delegates are beginning to realize that two more working days give a very little time for the business that should be transacted.

To Develop Japan's Waterpower. Tokio, May 30.—The development of the waterpower of Japan has been undertaken by a Japanese-English-American syndicate.

Wainwright's Flag Up. Tacoma, Wash., May 30.—Acting Rear Admiral Richard Wainwright, commanding the second division of the Atlantic battleship, raised his blue pennant with its two white stars over his flagship, the Georgia, Friday, and was saluted with 13 guns.

PRICE IS INDICTED

TWO TRUE BILLS AGAINST FORMER NEW YORK "COTTON KING."

HE ASSERTS HIS INNOCENCE

Theodore H. Price, Member of New York Cotton Exchange, Charged With Conspiracy and Bribery—Others Indicted.

New York, May 30.—Theodore H. Price, at one time known as the "cotton king" because of his tremendous trades in the staple, and more recently president of the Eagle Fire Insurance company, has been indicted by the federal grand jury after a long investigation of a startling leak of cotton crop statistics contained in a government report which had not been made public.

Mr. Price, in a statement made public after his arraignment, asserted that he was entirely innocent of the charges.

While Mr. Price's career has lacked the sensational features which marked Mr. Sully's brief tenure of the "cotton throne," he has been generally considered the most prominent operator in the New York cotton market since the days of John Inman.

Another Land Opening. Boise, Ida., May 30.—Registration for the opening of 50,000 acres of land under the Salmon river-Twin Falls irrigation project opened at Twin Falls Friday morning, and before noon 1,400 landseekers had registered.

Italian Auto Racer Killed. Baltimore, Md., May 30.—Eugenio Cedrino, the noted Italian automobile driver, was instantly killed on Fincello race track Friday afternoon.

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THE OUTLOOK IN BUSINESS

DUN'S REVIEW OF TRADE FOR LAST WEEK.

Conditions Continue to Improve and Many Plants Will Resume Next Week.

New York, May 30.—R. T. Dun & Co.'s weekly review of trade Saturday says: Industrial conditions continue to improve and arrangements have been made for the resumption of many plants next week, while retail trade is increased by reasonable weather.

There is still a degree of conservatism regarding plans for forward deliveries, but definitely better and progress is in the direction, although slow.

More interest is shown in the dry-goods market and cotton mills are steadily increasing the percentage of active machinery.

Prices are firmly held and it is expected that as demand broadens there will be much pressure for goods because the extensive curtailment has eliminated supplies usually available to meet urgent orders.

There is still a disinclination to buy for future needs both by jobber and retailer, making a much stronger statistical position has existed during recent preceding years.

Belt manufacturers report a larger volume of business. Further gains are reported in the hide market, especially for native and branded steers that produce heavy leather.

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Free Railroad Fares

To and From St. Joseph

GIVEN BY THE

Retail Merchants Ass'n.

Under the Following Rules:

FIRST—Get Free Rebate Book at Office 414 Felix St., Before Making Any Purchase. SECOND—Have All Purchases Placed on Rebate Book; When Through, Present Book at Office With Railroad Ticket and Receive Your Money.

Rules Governing Amount Paid You:

For a Purchase of \$10.00, fare rebated within a limit of 25 miles ONE way. For a Purchase of \$20.00, fare rebated within a limit of 50 miles one way or 25 miles both ways. For a purchase of \$40.00, fare rebated within a limit of 100 miles one way, or 50 miles both ways. For a purchase of \$60.00 or more, fare rebated within a limit of 150 miles one way, or 75 miles both ways.

These Are Members of the Association:

- DRY GOODS AND DEPT. STORES: Chambers & Marney Dry Goods Co., Hirsch Bros. Dry Goods Co., Herr-Martin Dry Goods Co., Lehman Bros., Sturges, Ellingwood & Goerman Dry Goods Co., Sampson Dry Goods Co., Townsend & Wyatt Dry Goods Co. FURNITURE CARPETS, AND DRAPERIES: J. B. Brady Carpet Co., Enterprise Furniture & Carpet Co., The Louis Hax Furniture Co., Weigel Furniture & Carpet Co. GROCERIES: S. S. Allen Grocery Co., T. J. Kennedy, Jr. JEWELRY: Hay Bros., W. F. Kirkpatrick & Co., A. Wendover, Wetteroth Jewelry Co. FURRIERS: Joe. Kallauer, Nic. Kuehn. PHOTOGRAPHERS: J. Shrader. MISCELLANEOUS: Adams Art Co., Art Store, J. A. Anker, Harness, Combe Printing Co., Printing, The Crocker Store, Crocker, Conser Laundry Co., Laundry, Dutton Bros., Dentists, Fashion Cloak & Suit Co., Ladies' Garments, W. S. Kinslow, Druggist, Merchants' Credit Co., B. Newberger, Millinery, Olney Music Co., Music Store, St. Joseph Gas Co., St. Joseph Bill Posting & Advertising Co., L. C. Smith Bros. Typewriter Co., Stuppy Floral Co., Wm. Schroeder, Book Store, Wm. F. Uhlman, Kodaks, Mrs. L. Wachter, Confectioner, Vossen's Millinery and Infants' Wear, Stock Yards Daily Journal, St. Joseph News-Press.

MYSTERY CLEARED

A CHICAGO YOUTH TELLS OF RECENT MURDER OF A BUSINESS MAN.

HOW HOLMES MET DEATH

David Jacobson, 19 Years of Age, Confesses to Participation in the Crime—Others Implicated.

Chicago, May 30.—David Jacobson, 19 years of age, who was arrested on the suspicion of having knowledge of the murder of Robt. C. P. Holmes, the purchasing agent of the Edison Commonwealth company who was found dead in an alley on the morning of May 21, Friday confessed to the police that he was present at the killing of Holmes, although he denies having taken part in the actual murder.

Jacobson in his confession implicates three other men who are also in custody. These are Samuel McEwen, colored, Charles Lewis and George Miller. Their ages range from 19 to 24. Jacobson told the police that McEwen attacked Holmes and knocked him down and that Lewis struck Holmes on the head with a hammer.

Jacobson said that he, McEwen, Lewis and Miller had been employed at the Randolph street depot of the Illinois Central passenger depot until midnight. They came up the street together and near Adams street saw a large man who they determined to rob.

McEwen, Jacobson declared, struck Holmes knocking him down, and Lewis beat him on the head with a hammer which he drew from his pocket. They then dragged Holmes into the alley where his body was afterwards found, and robbed him.

Jacobson told in detail of the doings of himself and his associates from early evening until midnight, when they were sauntering along Wabash avenue toward the north.

"At Adams street and Wabash avenue," he said, "I saw a big man who appeared to be drunk turn west in Adams street. Suddenly McKernan turned to Miller, Lewis and myself, and told us to go across the street. We did so. McKernan went up to the man and said: 'Mister, give me your watch and chain.' This was between midnight and one o'clock, I think. The man refused to give him the watch and chain and McKernan grabbed him by the legs and whistled to the three of us. Lewis and Miller ran over to about 26 feet east of the alley alongside Lyon & Healy's place where the man was stooping over trying to get a hold on McKernan. Lewis struck him on the back of the head with a

hammer he had brought the day before to use in breaking the netting on a pigeon loft that we intended to rob. The man fell to the sidewalk and the blood ran through his hair and down his face. There was no one around and it was dark. As the man fell I ran to the middle of the street and threw Miller a stickpin from the man's tin and McKernan took his watch and Lewis his money. I started to run west in Adams street and heard Lewis say: 'I got about fifty or sixty dollars. McKernan ran into the alley and there south. I ran all the way to Cleveland and Madison streets. Then I bought some newspapers and sold them. A short time later I was picked up by the police and taken to the station.'

Jacobson was taken to the scene of the murder, after which he changed his story in some particulars, and after being confronted by the three men whom he accuses, he made still further conflicting statements.

Former Congressman to Prison. Deadwood, S. D., May 30.—Federal Judge Carand Friday sentenced for mer Congressman Freeman Knowles editor of the Socialist paper here, to pay a fine of \$500 for sending improper matter through the mails. Though local Socialists raised the required fund, Knowles refused to pay and was taken to the Pennington county jail. In Friday's issue of his paper Knowles republished the article upon which he was convicted.

An Alton, Ill., Mystery. Alton, Ill., May 30.—With the skull and lower forehead crushed, evident the result of a blow from some blunt instrument, the body of a woman about 45 years of age, clad in a stylish tailored blue serge skirt and other expensive garments, was Friday night found floating in the Mississippi. The features, though swollen and distorted, bear unmistakable evidences of refinement.

Held Up Steamer's Passengers. Gallipolis, O., May 30.—Thieves on board the Pittsburg & Cincinnati Packet steamer Queen City held up and went through the passengers in wild west style several miles below here Thursday night, robbing them of several hundred dollars in money, watches and diamonds.

Travelers to Meet at Mexico, Mo. Mexico, Mo., May 30.—Preparations for the Missouri Drummers' association convention in this city June 18 and 20 are nearing completion. Peopling's band of St. Louis will give concerts each afternoon and evening. Miss Marie Schneeweiss of St. Louis will appear in the vaudeville performance as a violin virtuoso.

Miss Gertrude Harbank who was severely burned at Concordia, Kan., has died of her injuries.

TEARS STOP TRIAL

MRS. SAPP COLLAPSED IN COURT ROOM AT IOLA DURING THE TRIAL.

KANSAS MURDER TRIAL NEAR THE END

Many Women Joined in the Weeping and the Judge Ordered a Recess Until Quiet Was Restored—A Demonstration for Whitlow—Case to Go to Jury Friday.

Iola, Kan., May 30.—Mrs. J. N. Sapp the mother of May Sapp, for whose murder Samuel F. Whitlow is being tried, became hysterical and collapsed in the courtroom at 10:30 o'clock Friday morning. Mrs. Sapp was overcome while Charles H. Apt of counsel for the state was making his plea to the jury. He had just referred to Mrs. Sapp and her connection with events of the night of the tragedy.

Mrs. Sapp was sitting near the attorney. She had been weeping for some moments. Suddenly she buried her face in her hands and began to moan and sob. Her daughter, Mrs. Rex Bowlin, who was also in tears, ran to her mother's assistance, as did J. N. Sapp, her husband. As they started to take her out of the room the mother sunk to the floor. Some one called for water and several attorneys and Mrs. Bay Smock, another daughter of Mrs. Sapp, rushed for the water pitcher on the judge's desk.

The courtroom was crowded to its capacity. Several women began to cry aloud and Judge Foust, seeing the confusion, hurriedly adjourned court. Mrs. Sapp was quickly revived. She did not return to the court room that morning.

Whitlow's face was a study during the affair. He was holding his little girl on his lap. At the first sound from Mrs. Sapp he looked in her direction. His face flushed and he set his lips. He looked straight ahead after that and his countenance showed nothing of anything he might have thought. The other members of his family appeared distressed. None of them made a movement.

The case is expected to go to the jury late this afternoon.

A Man's Opinion. A persistent bachelor informs us that women would stubbornly refuse to vote if the men wanted to establish woman suffrage.

All Has Been Done Before. There is nothing new under the sun. Even in the making of mistakes we are merely imitating.

