

# STOCK MARKET DAILY JOURNAL.

A Daily Commercial Newspaper for Modern Farmers and Stockmen and an Advertising Medium that Reaches the Buyers

Vol. XI, No. 274.

ST. JOSEPH, MO., MONDAY, JULY 20, 1908

LAST EDITION.

TERMS: PER YEAR \$4.00. SINGLE COPY 3 CENTS

## DAILY MARKETS

Official Receipts, 47 Cars, 1,382 Cattle; 74 Cars, 5,682 Hogs; 7 Cars, 1,501 Sheep.

### MODERATE RUN OF CATTLE

Steer Supplies Largely Rangers—Natives Few—Market Unevenly Higher.

### QUALITY OF STEERS INFERIOR

Small Run of Cows Sold Strong to 10c Higher—Bulls Quiet—Calves Steady at Late Advances—Stock Cattle Receipts Very Light, Market Unchanged. Fair Inquiry For Right Kind—A Slow, Steady Trade in Live Pork Values Generally Lower—Sheep and Lamb Trade Steady.

### RECEIPTS FROM JANUARY 1, 1908.

	1908	1907	Dec. Inc.
Cattle	278,943	331,265	52,322
Hogs	1,425,719	1,213,768	211,956
Sheep	327,754	494,185	166,431
Horses	15,094	16,894	3,710

### LIVE STOCK IN SIGHT.

	Cattle	Hogs	Sheep
Chicago	14,000	6,000	6,000
Kansas City	6,000	2,700	7,000
South Omaha	1,400	5,700	1,800
St. Joseph	6,500	4,000	1,900
East St. Louis	4,500	6,000	1,900

### RECEIPTS BY CARS.

	Cattle	Hogs	Sheep
Monday	1,700	31,900	1,800
Tuesday	1,700	31,900	1,800
Wednesday	1,700	31,900	1,800
Thursday	1,700	31,900	1,800
Friday	1,700	31,900	1,800
Saturday	1,700	31,900	1,800
Year ago	61,100	52,900	25,800

### RECEIPTS BY CARS.

	Cattle	Hogs	Sheep
C. B. & Q., west	62		
C. B. & Q., east	11		
C. R. I. & P.	11		
Great Western	8		
Missouri Pacific	7		
St. Joseph & Grand Island	7		
A. T. & S. F.	33		
Total	132		

### CATTLE.

Light Opening Total of Cattle Reported in Sight, Steers Strong.

Considerable falling off in the total of cattle for opening market day of the week was noted compared with a week ago, but with the shrinkage in number largely shown at Chicago. The total at five points for the day was 45,500 against 50,100 last Monday and 63,100 on the corresponding Monday last year. Such falling off cannot continue long without creating a much more active demand for cattle and stronger consequent prices.

Locally the limited supply was largely made up of range stock, about one-third of the supply being yarded in quarantine division. On the native side there was a more than usually marked scarcity of native beef steers. Buyers showed more of a desire for supplies than for some time and the few steers offered were quickly taken at prices that were quoted unevenly 10c to 20c higher than on middle days of last week and many more cattle than were offered would have been taken readily.

The best cattle offered were a bunch of blacks of medium weight and only fairly fat that sold at \$8.40. Aside from these there was but little offered in the feed steer line. Some native Kansas grassers weighing less than 1,100 lbs. sold at \$4.20 and were considered well sold compared with sales last week of about the same kinds of cattle. Choice to prime medium to strong weight calves may be quoted at \$7.00 to \$7.50 and would find ready sale at this market.

Dressed Beef and Shipping Steers.

40	122.5	6.40	20	108.5	5.15
4	118.5	4.40			

### COWS, BULLS AND MIXED.

Native cows and heifers were exceedingly scarce on the market today and the few here were largely common to medium in quality. Buyers were stirring around in good season with good orders in their pockets and on a basis of strong to 10c higher prices compared with the dull finish of last week, there was a fairly active market until everything had been cleaned up. Sales of cows were largely under the \$4.00 mark; in fact, bulk of the offerings sold at \$2.75 to \$3.50. Good fat heifers were a minus item in the day's receipts. Canners were quiet sale at unchanged prices.

There was not much stir in the market for bulls. Supply was light and demand was not very strong, although the bulk of offerings brought last week's prices. Calf trade opened the week on a steady basis and on a limited run. Tops sold at \$5.75.

### Cows.

1 c&h.	1075	3.75	1	830	2.75
1 c&h.	925	3.25	1	1050	2.75
1 c&h.	1000	3.25	1	1150	2.75
2	1022	3.00	1	1040	2.00
2	1020	3.00	1	1020	2.50
12	1015	2.85	1	1020	2.00
3	1025	2.75	1	1020	2.00

### Heifers.

1	970	3.00	1	1070	4.75
1	1230	3.50	1	1330	3.25

### STOCKERS AND FEEDERS.

Stock and feeder trade today had few features. Supplies were very light, scarcely enough stock changing hands to furnish a market criterion. Dealers carried over few cattle from last week and they were not willing to take on some good stuff. Steady prices were realized for the Hitt's stocker stuff on offer. There is a fairly reliable outlet for strictly good stockers and feeders on this market at prevailing prices, but anything on the plain or trashy order meets very unsatisfactory sale.

Stock cows and heifers sold at steady rates in a range of \$2.50 to \$3.25. Stock and feeding bills were unchanged.

### Yearlings and Calves.

5	090	3.50	4	Kan.	607	3.25
7	047	3.35	1	Kan.	600	3.15

### Feeding Cows and Stock Heifers.

10	720	3.35	6	850	2.05		
9	828	3.25	6	820	2.05		
7	447	3.15	15	Kan.	763	2.60	
3	Kan.	890	3.10	2	855	2.50	
17	Kan.	520	3.00	1	Kan.	885	2.90
3	Kan.	704	3.00	1	620	2.50	
12	382	2.85	2	830	2.50		
5	262	2.75	1	820	2.50		
5	Kan.	661	2.70	1	820	2.50	

### Feeding Bulls and Steers.

2	875	3.00	1	740	3.00
2	849	3.00			

### RANGE CATTLE—NATIVE DIVISION.

Not many rangers were yarded on the native side today, and the small run was made up largely of butcher stuff, only one bunch of steers being noted. These were among the first steers in the yard to move seaward, selling at \$4.20, considered a good stiff price compared with the finish of last week.

Most of the butcher stuff was in the hands of fairly good class, selling at \$2.75 to \$3.25, with common canners at \$2.50 and under. The market was active and strong to 10c higher compared with late last week. Bulls were slow and weak. Calves sold firm with tops going at \$5.75. Stockers and feeders made steady prices.

### STEERS.

48	Kan.	1055	4.20				
3	Kan.	1115	3.60	1	Kan.	1113	2.80
5	Kan.	1044	3.50	10	Kan.	1009	2.75
3	Kan.	947	3.50	1	Kan.	1010	2.75
17	Kan.	961	3.50	1	Kan.	938	2.75
28	Kan.	950	3.25	1	Kan.	920	2.50
20	Kan.	972	3.20	3	Kan.	916	2.25
1	Kan.	949	3.00	1	Kan.	920	2.75
1	Kan.	934	2.90	1	Kan.	789	1.70
1	Kan.	1090	2.90				

### HEIFERS.

4	Kan.	877	3.75	1	Kan.	460	3.50
4	Kan.	792	3.65	1	Kan.	450	3.30
14	Kan.	705	3.60	1	Kan.	580	2.80
2	Kan.	640	3.50				

### CALVES.

14	Kan.	119	5.75	7	Kan.	171	4.00
5	Kan.	114	5.50	1	Kan.	330	3.50
1	Kan.	172	5.00	2	Kan.	345	3.25
1	Kan.	290	4.00	4	Kan.	390	3.25

### Bulls and Stags.

1	Kan.	1930	3.60	1	Kan.	1070	2.75
2	Kan.	1375	3.60	1	Kan.	1070	2.75
1	Kan.	740	3.60				

### QUARANTINE DIVISION.

The big end of cattle receipts today came from below the quarantine line. All told there were 26 loads on sale. A part of the arrivals did not get in until noon. Steers predominated, only two loads of butcher stuff being noted. Supplies were bought up as fast as received and prices were unevenly steady to 10c higher than the close of last week. The top was \$4.85, paid for a string of 10c lb. averages. Other sales at \$4.15, \$4.00, \$3.95 and \$3.75 were noted. The butcher stuff made strong to 10c higher prices. Calves and bulls were unchanged.

### STEERS.

Adams, Shaver & W., Ok.	255	1087	4.25
Russell, Okla.	125	960	4.15
Russell, Rogers, Okla.	341	933	4.00
Moody, Okla.	144	928	3.95
Moody, Okla.	94	906	3.75
Moody, Okla.	12	781	3.15

### Cows.

Moody, Okla.	14	589	3.00
Moody, Okla.	3	460	2.50
Boyd & R., Okla.	11	631	2.75
Moody, Okla.	5	581	2.60
Jackson, Okla.	4	580	2.60

### Bulls.

Russell & Rogers, Okla.	1	1280	2.50
Swift and Company	500		
Morris Packing Co.	390		
Hammond Packing Co.	250		
Total	950		

### Packers' Purchases Saturday.

Swift and Company	2392		
Hammond Packing Co.	970		
Morris Packing Co.	1570		
Total	5741		

### CATTLE HOGS SHEEP.

Swift and Company	2392		
Hammond Packing Co.	970		
Morris Packing Co.	1570		
Total	5741		

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### ST. JOSEPH CASH GRAIN MARKET.

Today's cash values: Receipts, wheat, 6 cars; corn, 12 cars; oats, 0 car.

No. 2 red	80 1/2 @ 80 1/2
No. 3 red	80 @ 80
No. 4 red	80 @ 80
No. 2 hard	80 1/2 @ 81
No. 3 hard	80 @ 80
No. 4 hard	80 @ 80
Rejected soft	75 @ 75
No grade	70 @ 75
Rejected hard	80 @ 80
No grade	70 @ 80

No. 2 white	80 @ 80 1/2
No. 3 white	79 1/2 @ 79 1/2
No. 4 white	78 @ 79
No. 2 corn	75 1/2 @ 75 1/2
No. 3 corn	75 @ 75 1/2
No. 4 corn	73 @ 74

No. 2 white	55 1/2 @ 56
No. 3 white	55 @ 55 1/2
No. 4 white	53 @ 54
No. 2 oats	53 1/2 @ 54 1/2
No. 3 oats	51 1/2 @ 52 1/2
No. 4 oats	49 @ 50
Bran	97 @ 98
Corn chops	1 45 @ 61 50
Shorts	1 90 @ 61 50

### GRAIN AND PROVISIONS.

The following Chicago board of trade quotations are for the week ending July 19, 1908, Board of Trade Building, St. Joseph, Mo.

Options	Open	High	Low	Close	Year
WHEAT					
Sept	90 3/4	91 1/4	90 1/2	90 3/4	90 1/2
Dec	92 1/2	93 1/4	92 1/2	92 1/2	92 1/2
CORN					
Sept	75 1/2	76 1/4	75 1/2	75 1/2	75 1/2
Dec	61 1/2	61 3/4	61 1/2	61 1/2	61 1/2
OATS					
Sept	42 1/2	43 1/4	42 1/2	42 1/2	42 1/2
Dec	43 1/2	44 1/4	43 1/2	43 1/2	43 1/2
PORK					
Sept	15.07	15.20	15.03	15.00	15.02
Oct	15.72	15.77	15.69	15.67	15.87
LARD					
Sept	9.27	9.32	9.27	9.27	9.27
Oct	9.37	9.42	9.35	9.35	9.45
RIBS					
Sept	8.72	8.75	8.65	8.75	8.82
Oct	8.80	8.85	8.75	8.82	8.90

### JUDGES FOR CORN SHOWS.

College Classes to Four Western Fairs and Corn Shows This Fall.				
Omaha, July 20	Announcement has been made by the agricultural colleges of several western states, that expert corn judges will circuit out this fall, and attend many county fairs and corn shows, judging the exhibits and advising the growers what corn will be most likely to win at the National Corn Exposition.			
It has frequently been difficult to secure judges who were competent, and this has discouraged many corn shows, but the instructors of the agricultural colleges have volunteered their services, and will make many small shows possible.				
Farmers have discovered that the best types of corn do not contain fourteen pounds of cobs to the bushel, and the grower who has 1,000 or 2,000 bushels of corn to sell, he sells the corn shelled at 56 pounds to the bushel instead of 70 pounds of the cob, and finds that he actually markets more bushels. This makes large corn shellers in demand in every neighborhood. A sheller large enough to be used by half a dozen neighboring farmers is offered for club exhibits at the National Corn Exposition. To qualify in the competition for this corn sheller worth \$400, there must be five exhibitors of four bushels of corn, and the sheller will be sent to the national show to compete for the big premiums.				

### MUCH OLD WOOL LEFT.

Last Season's Product Has Depressing Influence on Operations in West.

Boston, Mass., July 20.—Sales of last week 4,205,000 pounds. The quantity of clothing and low grade wools left over from the last season is a matter of considerable importance in the Boston market, and in a sense the hold-over wool is depressing the market for the season's operations in the west by not a few local wool houses, says American Wool and Cotton Reporter. The estimates of hold-over clothing and poorer grades range from 50,000,000 pounds, which is extravagant, to 15,000,000 pounds, which is low, and it is probable that more than 20,000,000 pounds could be found in Boston if there was any occasion to disclose the stocks now in storage.

### OTHER LIVESTOCK MARKETS.

CHICAGO, Union Stock Yards, Ill., July 20.—The Live Stock World reports: Cattle—Receipts, 14,000. Market, good to choice 10c higher; others steady; feeders strong.

Hogs—Receipts, 44,000. Market 10c to 20c lower; top, \$8.85; bulk, \$8.40 to \$8.50.

Sheep—Receipts, 25,000. Market 10c lower; lambs 15c to 20c lower.

KANSAS CITY, Mo., July 20.—Special to The Journal: The Drovers Telegram reports: Cattle—Receipts, 14,000. Market, steady to strong; nothing choicer; cows and heifers strong to 10c higher; stockers steady to 15c higher; calves steady to 25c higher.

Hogs—Receipts, 6,000. Market 10c to 15c lower; top, \$6.60; bulk, \$6.35 to \$6.50.

Sheep—Receipts, 6,000. Market 10c to 25c lower; lambs \$6.50.

SOUTH OMAHA, Neb., July 20.—Special to The Journal: The Drovers Telegram reports: Cattle—Receipts, 6,000. Market 10c to 15c lower.

Hogs—Receipts, 2,500. Market 5c to 10c lower; top, \$6.50; bulk, \$6.30 to \$6.45.

Sheep—Receipts, 1,000. Market steady.

EAST ST. LOUIS, Mo., July 20.—Special to The Journal: The National Live Stock Reporter reports: Cattle—Receipts, 5,000, including 4,000 Texas Market, steady to strong; cows steady.

Hogs—Receipts, 6,000. Market 10c to 15c lower; top, \$6.85; bulk, \$6.65 to \$6.80.

Sheep—Receipts, 1,000. Market steady.

Subscribe for The Journal.

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No. 3 corn	75 @ 75 1/2
No. 4 corn	73 @ 74

No. 2 white	55 1/2 @ 56
No. 3 white	55 @ 55 1/2
No. 4 white	53 @ 54
No. 2 oats	53

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415 West Illinois Ave., St. Joseph, Mo.

The St. Joseph Journal Publishing Co., Publishers.

W. E. WARRICK, Editor and Manager.

Subscription Rates: Daily, per year, \$1.00.

BRIEF CITY NEWS.

Louis Combs, assistant cashier of the Farmers' State Bank, is visiting his father, J. W. Combs at Fayette, Mo.

AMUSEMENTS.

Best Bill of Season at the Crystal This Week. One of the most laughable acts ever seen at the Crystal is that presented this week by Leo Morrison and company.

PLAN TO TREMBLE WATER POWER.

Two New Pumps Are Being Installed at Company's Station. Two new pumps will be added within a few days to the equipment of the St. Joseph Water Co.

FAIR CROWD HEARS BAND.

Owing to the unfavorable conditions of the weather, only a fair sized crowd attended the opening concert at Lake Conzary of the Banda Rossa yesterday.

ASKS TREATMENT HERE.

Asserting that he had been injured while working in Council Bluffs, Ia., and had his shoulder dislocated and his arm broken, Mike Tolo, a youth, applied at the Central police station yesterday for medical attention.

PLAN CHANGES ON CAR LINES.

Efforts Will Be Made to Give Service to All Big Hotels.

Officials of the street railway company are planning for a change in the union line in order that all three of the big hotels of the city may have street car facilities in front of their doors.

SHORT SESSION EXPECTED.

Only Routine Matters Will Be Passed Upon in Council Tonight.

Unless Councilman Clark should take a change of mind, and bring up his garbage ordinance before the council tonight, the session promises to be one of the shortest since the new council took their seats.

THE TRIBUTE WE PAY YUCATAN.

Our Farmers Are "Stung" For Many Millions a Year For String.

Yucatan is scarcely a country at all—only a scrap of coral reef uprisen at the foot of Mexico. Yet this is the land on which the Harvester trust depends for binder twine.

DON'T WASTE YOUR RADIUM.

Radium is a metal. It has been obtained from pitch blende, or uranium. Several tons of pitch blende are required to produce an ounce of radium.

RAILROADS IN BRAZIL.

In Brazil, the federal government owns and operates 1,287 miles of railroad lines. It also owns four lines of 754 miles all told, and leases them to private companies.

MORE TIMBER CUT

Continued from Page One.

Kentucky and Tennessee. It is possible that the indicated increase in the cut of these woods was due, in part, to the substantially larger number of mills reported for these states in 1907.

PRODUCTION IN EASTERN STATES.

In New York and New England, where the manufacture of lumber and allied products from standing timber still holds a relatively high place among the industries of the region, the totals were not materially changed from those of the preceding year; most of the states, however, showed gains, and in a few, instances the relative increases were considerable.

"CORN COBS" AS MONEY MAKERS.

Jefferson City, Mo. Franklyn county is the birthplace of the "Missouri meerschaum," as those persons who desire to give it a more aristocratic name have christened the corn cob pipe.

WHITE PINE CUT SHOWS DECREASE.

The total production of the lake states was 3,491,880,000 feet in 1907, and 2,728,000 feet in 1906, a decrease of 723,080,000 feet, or 21.1 per cent.

HOW SOME WOMEN FARM.

Originality in Farming Lines Made to Pay By Successful Women. By some people women are not regarded as being as original as men, yet the majority of the "freak" farms of the United States are owned and managed by women.

ONE DEAD IN OKLAHOMA WRECK.

Hickory, Ok., July 20.—W. E. Geodrich, fireman, was killed and Thomas W. Byrne, engineer, was dangerously injured in a wreck here when a spreading rail derailed a fast cattle train on the St. Louis & San Francisco railroad going north from Sherman, Tex.

SHOWERS PUT OUT MAINE FOREST FIRES.

Portland, Me., July 20.—A succession of drenching showers have served to put a stop to the great fires which have wrought damage amounting to hundreds of thousands of dollars in the Maine woods during the last two weeks.

NEWS FROM PEARY EXPEDITION.

New York, July 20.—The Arctic steamer Roosevelt crossed the gulf of St. Lawrence and was about to enter the straits of Belle Isle at 6 o'clock Sunday. This report was contained in a message to the Associated Press from Commander Peary.

MRS. C. K. HOLLIDAY DEAD.

Topeka, Kan., July 20.—Mrs. Mary Holliday, wife of the late Cyrus K. Holliday, proprietor of the Atchison, Topeka & Santa Fe railroad, died here Sunday of old age. She came to Kansas in 1855.

THREE-CENT FARES DON'T PAY.

Cleveland, July 20.—Cleveland has had nearly three months of three-cent street car fares, and two of the monthly reports have shown a deficit. A similar report is predicted for July.

TELEGRAPHIC BREVITIES.

Three deaths from heat occurred at Coffeyville during the recent hot spell.

The United States cruiser Dea Moines arrived at Colon Sunday from Guantanamo, Cuba.

Violent storms which have been raging in the valley of the Ebro in Spain have done enormous damage.

Mexico is in the throes of a financial panic. Lack of free coinage of gold is blamed for the situation.

Six persons were killed when a train on the Pennsylvania railroad struck an automobile at Columbia City, Ind.

The longest session in the history of the parliament of Canada will conclude with adjournment at noon Monday.

Floods have washed away the village of Juszeyna on the Galician estate of Archduke Stephen. Twenty-two people were drowned.

Delegates and visitors began arriving in Indianapolis Sunday to attend the convention of the Ancient Order of Hibernians, which will convene in that city.

Prof. Paul Haupt of Johns Hopkins university of Baltimore gave a dinner in Berlin Sunday to introduce the American ambassador, David Jayne Hill, to university and literary circles.

An effort to regain possession of the thousands of acres of public school lands which have been sold in recent years is to be made by the state of Kansas. Much evidence of fraud has been secured by State Accountant Gafford.

Dr. W. A. Hemphill, accused of complicity in the death of Miss Lizzie Gleason, whose deathbed statement incriminated the physician and Rev. Clyde M. Gow, was convicted of man slaughter at Troy, Mo., and sentenced to three years in the penitentiary.

The Y. M. C. A. Relay Race. Cleveland, July 20.—With the trip nearly two-thirds completed and the running schedule pushed far to the rear the Y. M. C. A. boys resumed shortly after midnight Monday morning their task of carrying on foot, by relays, a message from Mayor McClellan of New York to Mayor Busse of Chicago. The message, encased in a silver tube, which was started from the New York city hall at 10 o'clock last Wednesday morning, was stopped at Fremont, O., at 10:12 o'clock Saturday night, it being then 11 hours ahead of the schedule. It was arranged that no part of the run would be made on Sunday.

One Dead in Oklahoma Wreck. Hickory, Ok., July 20.—W. E. Geodrich, fireman, was killed and Thomas W. Byrne, engineer, was dangerously injured in a wreck here when a spreading rail derailed a fast cattle train on the St. Louis & San Francisco railroad going north from Sherman, Tex.

Shows Put Out Maine Forest Fires. Portland, Me., July 20.—A succession of drenching showers have served to put a stop to the great fires which have wrought damage amounting to hundreds of thousands of dollars in the Maine woods during the last two weeks.

News From Peary Expedition. New York, July 20.—The Arctic steamer Roosevelt crossed the gulf of St. Lawrence and was about to enter the straits of Belle Isle at 6 o'clock Sunday. This report was contained in a message to the Associated Press from Commander Peary.

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Three-Cent Fares Don't Pay. Cleveland, July 20.—Cleveland has had nearly three months of three-cent street car fares, and two of the monthly reports have shown a deficit. A similar report is predicted for July.

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

Hogs, per head.....25c

Sheep, per head.....50c

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.

Advertisement for Hotel Kupper, 11th and McGee Sts., Kansas City, Missouri. Stockmans Headquarters. Take 12th St. Car from Stock Yards Direct to Hotel. 200 ROOMS 100 WITH BATH. European Plan \$1 per Day and Up. Popular Priced Cafe.

Advertisement for Western Dairy Company. Wholesale and Retail. Ice Cream and Dairy Products. Old and New Phones 786 218-20-22 S. Fifth St. South St. Joseph Branch: Lake and Texas Avenues.

Advertisement for W. L. Douglas Shoes. For Men and Women, Boys and Youths. The W. L. Douglas Shoe Store, 214 W. Cor. 8th and 9th Sts., St. Joseph, Mo. William H. Kueker, Mgr.

Advertisement for Shamrock Whiskey. Is Distilled for Medicinal Purpose. From Rye and Barley Malt. Age, ten years. No fill out no drugs. Prices, \$1 per quart, \$10 per doz., \$5 per half dozen, quart bottles, or \$1 per gal. freight paid to any railroad station on receipt of price, or will ship C. O. D. Write for complete price list. Business record 25 years. Reference, National Bank of St. Joseph. ST. JOSEPH, MO. M. J. SHERIDAN, New Telephone 346. Importer and Dealer in Wines and Liquors.

Advertisement for C. F. Rock Plumbing & Heating Co. Modern Plumbing, Steam and Hot Water Heating. 114 NORTH THIRD STREET. Telephone 399.

Advertisement for H. O. Sidenfaden Undertaker and Embalmer. With Lady Attendant. Both Phones 325 211-13-15 North 10th St.

Advertisement for M. J. Donegan, Plumber, Gas, Steam, and Hot Water Heater. Phone 638. Hose, Packing, Pumps, Gas Fixtures, Closets, Bath Tubs, Boilers, Brass Goods, Lawn Sprinklers, etc. Estimates furnished on application. Fourth and Fifth Sts., Southeast Corner.

Advertisement for Biellen Foundry and Machine Works. Gasoline Engines. For all purposes. From 2 1/2 to 30 horse power. Also Steam Engines, Boilers, Pumps, Shafting and Pulleys. Repairing of All Kinds of Machinery. W. F. Uhlman, 716 Francis St., St. Joseph, Mo.

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Advertisement for Cancer Cured. No cutting, no plaster, no burning; No Return of the Disease. Explanation mailed free. Address Box 294, Atchison, Kansas.

Advertisement for Stockmen, Take Notice! The place to Eat and Drink KEYWOOD'S CAFE. Cor. Lake and Illinois Aves. Headquarters for Good Goods South St. Joseph, Mo.

Advertisement for Harness. J. A. Aniser, 608-610 MESSANIE ST., ST. JOSEPH, MO. We are the Largest Saddlery House in the United States selling direct from the manufacturer to the consumer. Send for our free catalogue containing 400 illustrations.

DAY OF TELEPHONE

ITS USE IN RAILROAD OPERATION IS AT HAND.

Practicability of Innovation Seems Assured—Development of Telephonograph System Will Do Much to Forward It.

That recently enacted laws affecting the hours of labor for railroad employes may result in the substitution of the telephonograph in railway operation is asserted editorially in the Railway Age, says the Literary Digest. Such laws, the writer tells us, have within the year been enacted by congress and by the legislatures of eight states. For telegraphers Wisconsin limits the consecutive hours of service to eight, West Virginia to from eight to twelve, and the Federal law to nine for day and night stations and to a maximum of 13 for not more than three days per week for day stations. Says the Age:

"The necessity of providing additional operators, which is now imposed by reason of these statutory limitations as to permissible hours of labor for telegraphers, presents a serious problem for railway officials in charge of operation, and in seeking a solution the telephone will undoubtedly receive very serious consideration. Several systems, including the New York Central, the Pennsylvania and the Union Pacific, have established schools of telegraphy in order to educate operators. Other roads have had recourse to the telephone as an auxiliary, and the Pennsylvania and New York Central as well have made experimental installations. The practicability of utilizing telephony in train-dispatching has greatly increased by the development of the telephonograph system, which, by providing selective devices in connection with the telephones and the Morse instruments, permits the use of one circuit for the simultaneous communication of telegraphic and telephonic messages. The Southern Pacific division 25 station telephonographs; these are at points from 30 to 40 miles apart, and from the stations so equipped communication may be had with intermediate stations by telephone. Also train crews may communicate with the operators at telephonograph stations by connecting telephonograph instruments carried in the baggage-car or caboose with the telegraph wire by means of a fishpole device, such as used on many interurban electric roads. The advantages in permitting the employment of intermediate stations of station agents who are not telegraph operators are apparent, and the system, which has been in operation for about 15 months, has been found to work satisfactorily in every way. One disadvantage sometimes urged against telephony as a means of directing train operation, namely, that a very large portion of sounds heard over a telephone are unintelligible, except in connection with the context, is found in practice to be of no importance, since train orders are stereotyped in form and the knowledge of the hearer as to the general subject of the message causes that association of ideas which is necessary for ready comprehension of what to one not familiar with the work might be unintelligible sounds, and experience has demonstrated that, with the same rules as regards the repetition and checking of train orders may be transmitted by telephone with the same degree of safety as by telegraph."

As to the Speed Mania. In demanding to be carried in the shortest possible time between, say, New York and Chicago, do travelers relinquish their right to the exercise of due caution by the carrying corporation? Even if they choose to so relinquish, is the company justified in neglecting properly to guard them against the fatal effect of their own inclinations? A man is forcibly restrained from committing suicide when the attempt is discovered in time. The railroad officials say they are using the best machinery and the most perfect type of equipment and are constantly trying to secure the most complete safeguards against accident. But, meantime, the proportion of fatal accidents, when compared to numbers of people carried, increases. Official statistics have shown that the ratio of passengers killed to those carried is nearly six times greater here than in Great Britain. The railroads in Great Britain have faster trains than ours, but the accidents are far less.

British Trainmen's Pay Small. British railroads increased their gross receipts by \$18,500,000 in 1907, but the holders of ordinary stock received \$595,000 less in dividends than the previous year. Neither do the employes fare so well as in the United States. The latest issue of the Railway News, London, contains statistics showing that the expenses of the 28 leading railroads rose \$16,900,000, which nullified the greater gross revenue. Compensation of employes required but \$145,440,099, as compared with \$1,043,401,267 paid to railroad employes in the United States for the corresponding period. In America the employes receive 4.6 per cent. of the operating receipts, while in Britain they get but 2.6.

Railroad Built on Ice. The most curious railroad in the world is built on ice. It is laid between Cronstadt and Oranienbaum, and is in use only during the winter. Its success has suggested the construction of a similar winter railway between the two important commercial centers, Kremenetsch and Ekatarinoslav, which are united in summer by the steamboat traffic along the Dniester river. This means of communication is closed in winter by the ice. A costly, roundabout journey has to be made between the two towns, though they do not lie far apart.

Southern Railroad Expansion. Texas has for some years led all the states in railway mileage, having at present a total of 13,021 miles, a round thousand in excess of Illinois, Mississippi and Tennessee. Florida and Arkansas have each a greater mileage than North Dakota, where construction has been pushed within the last decade. Railway expansion in the south is keeping pace with it, if it is not forging ahead of industrial development.

Of Peculiar Construction. A railway through the mountains north of the Adriatic sea, constructed by the Austrian government to build up the trade of Trieste, though only 130 miles long, has 679 bridges and viaducts. It also runs through 49 tunnels.

Electric Locomotives a Success. The New York, New Haven & Hartford Railroad Company is now operating 42 electric locomotives and it is stated that there is not the least dissatisfaction with the results.

Woman Runs English Railroad Station. Though in almost every phase of the industrial life of the nation women are to be found competing with the sterner sex in the hurry and bustle of daily existence, Wimpingham, a picturesque little Isle of Wight village, is probably unique in having a woman station master.

To Beautify Right of Way. Fifty thousand packets of flower seeds have been distributed by the Canadian Pacific railroad to trainmen and section men all over the lines of the company.

FOR THE RAILWAY BEAUTIFUL.

Good Progress Being Made on Most of the American Lines.

Much is heard—not too much—about the house beautiful and the city beautiful, but what about the railway beautiful? Sylvester Baxter discusses it interestingly in the Century Magazine. With the aid of a profusion of magnificent illustrations he makes an impressive appeal for the beautification of the American railway.

To Germany he awards the palm for this sort of work. The way stations are artistically designed, the terminal stations are monumental and imposing, and the railroad grounds are everywhere decked out with flowers and shrubbery. The way stations in England, he says, are without architectural pretensions, grotto and commonplace and disfigured with advertisements, though there is an attractive neatness displayed along the wayside as well as at the stations.

Mr. Baxter's treatment of the railway beautiful in the United States is optimistic. He takes pleasure in showing the immense improvement that has taken place in late years and that is now in progress. He spreads before his readers a series of charming views of particular way stations east and west, and makes it perfectly plain that before a great while this country, despite its immense spaces and distances, will be the real home of the railway beautiful.

Nowhere is this improvement more visible than in the suburbs of Chicago. Thirty years ago any shanty was good enough for the suburbanites, but now many of them take their trains from buildings and grounds that would be a credit to any park and that are not often surpassed in any country of Europe. There is a good deal to be desired yet, but the actual improvement is remarkable.

Mr. Baxter has not much to say about terminal stations except to describe the new union station in Washington as the grandest in the world. But he might have said, also, that there are some great terminal stations in this country and that others are projected, in Chicago and New York, which will leave very little to be desired in that line.

The day will come when the railway beautiful will mean the whole railway, from end to end. There is no reason why positive ugliness should not be banished from every railroad track, and much of it give place to neatness and even beauty.—Chicago Record-Herald.

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MADE FIRST TRIP

WOMAN A REAL PIONEER IN RAILROADING.

Mrs. Farrar, Now of Macon, Mo., Was a Passenger on Initial Train Run Over the Rails in England.

Mrs. Salina Farrar, mother of the postmaster of Macon, Mo., Charles Farrar, enjoys the distinction of having been a passenger on the first railroad train ever operated in England, says the Kansas City Star. She remembers quite distinctly that pleasant experience of her girlhood. Edward Entwistle, now a resident of Des Moines, Ia., was the engineer who hauled the little four-wheel coaches from Huddersfield, Yorkshire, to Liverpool.

"People came from the country to Huddersfield just like they do now on a circus day," said Mrs. Farrar, who is vigorous, in spite of her 91 years. "The word had been circulated throughout the country that an excursion train was going to be run on the new tramway, and that no horses would be used in starting or in holding it back from running down hill too fast. The people who gathered into Huddersfield were very much divided in their opinion as to whether Engineer Entwistle would ever return with his train load of passengers from his venturesome enterprise.

"Three small flat cars were behind Mr. Entwistle's steam motor. There were no seats. The passengers had to stand up and hold to each other to keep from falling off on the right-of-way. My mother and I were together. The little cars rocked violently and it seemed at times that they would certainly turn over. In going up hill the engine puffed and threw out great clouds of smoke and cinders. We felt like people who were enjoying our first experience in a dirigible balloon, I guess.

"The train left headquarters at ten in the morning, the engineer, crew and passengers receiving hearty cheers from the big crowd that lined the tracks. After we had proceeded a few miles, and no disaster occurred, we began to feel easier, and fell to talking and laughing about our wonderful trip.

"The journey home was made after night. I don't recall that there was a light anywhere on the train. I guess they hadn't thought of headlights then, although afterwards they used a flat car ahead of the engine with pine knots blazing on a sand pile when they ran trains after dark.

"It was a beautiful night, and our engineer was not afraid of meeting any other trains. The only trouble that could have come to him would have been a cow or something getting on the track ahead.

"It must have been a strange experience to the country people near the road to hear that little train roar by in the darkness, with no lights about it anywhere except in the furnace. We didn't get back to Huddersfield until nearly two o'clock in the morning. Late as the hour was there were many people waiting to see the train come in, and the cheering was as great over our arrival safe at home as it was when we left. Our friends hadn't the ghost of an idea when we would be back, because there was no telegraph then and no way to calculate just exactly what the speed of the train would be. We sat up the balance of the night and talked about that wonderful trip."

The Lost Train. Mr. Rudyard Kipling has told us of the ship that found herself, and doubtless some Frenchmen will shortly write of the train that lost herself near Senlis.

The train was an express, which left Paris for Amiens. By a mistake of a pointsman outside Creil, the train lost its way and went off toward Compiègne instead of to Amiens. The engine driver realized that he was not in the straight path, but knowing that there was another express train behind him, dared not go back, and he raced along the line to find the nearest siding.

The guard and a number of the passengers knew also that something was wrong, and heads were thrust out of all the windows, and the passengers shouted to the driver that he was taking them away from Amiens. The train dashed through several stations, and eventually took refuge in a siding outside Pont Sainte Maxence. Two minutes after it got in the express which followed it went by like a meteor.

The lost train then returned to Creil, was shunted to the Amiens line, and got to Amiens more than two hours late.—London Express.

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THE BUILDERS.

To the builders of the highways that skirt the canyon's brink, To the men that bind the roadbed fast, To the men that grade and the men that blast, I raise my glass and drink.

To the builders who have fallen, whose names mark on the line; To the blind who nevermore may see, To the maimed and halt in their misery, In silence drink your wine.

For them no crashing volleys or roll of muffled drums; Only the roar of the great rock-blast Is their requiem song when the day is past, And the final darkness comes.

To the engineers, the wizards, whose word brooks no delay; Hearing, the sleeping giants awake, The snow-plumed hills obedience make, And lo, the Open Way!

For them no flaring banners when a bitter fight is won; No cheering thousands in the street, Their gallant heroes ever greet, Tho' dauntless deeds be done.

To the builders of the highways that skirt the canyon's brink, To the men that bind the roadbed fast, To the high and low, the first and last, I raise my glass and drink. —Evelyn Gunn, in Canadian Magazine.

MONSTER LOCOMOTIVE ON ERIE.

The "Goliath" is Easily the Largest in the World.

All the wheat raised in this vicinity, if every acre in 26 square miles was rich in grain, could be hauled away by one engine of the Erie road which has just arrived from the American Locomotive shops at Schenectady, says a Susquehanna (Pa.) correspondent.

This is "Goliath," the biggest locomotive in the world. It has just been built and delivered to the Erie. It can pull a train load of what two miles long at a speed of eight miles an hour.

The top of the cab of this locomotive is just 2 1/2 times higher than the engineer standing on the ground. In other words, it is 17 feet from the ground to the cab roof.

The boiler is nearly 35 feet in length, twice the length of those on ordinary locomotives. It rests on two sets of eight wheels each. There are two sets of cylinders. One high pressure set drives the rear wheels, and is entirely separate from the low pressure set in front. When both are used at once the engine becomes a compound and the low pressure cylinders operate on the exhaust steam of the rear ones.

The makers of this monster locomotive solved many important problems in its construction. One was to make an engine of such length turn the curves without tearing up the track or becoming derailed. This was solved by placing the front end of the boiler on a pivot connected with the forward wheel base.

In spite of the fact that the engine weighs 286 1/2 tons and must drive with fearful force to pull a load of 10,000 tons, the shock to the rails and roadbed at the point of impact is said to be less than with most engines. The reason for this is that the weight and driving force are distributed over 16 drive wheels.

While we were in the yards at Chicago one fall a freight train pulled in, said the old engineer: "We heard most extraordinary noises coming from one of the cars. It sounded as if Bedlam was let loose. Upon inquiry we were told that it was a carload of cats shipped from the Pacific coast and consigned to a dealer in skins in New York. The felines were to be slaughtered on reaching their destination. Concerts had been given, much along the route and had attracted universal attention. One would have supposed it a good deal easier and quieter to have shipped the skins rather than the live cats.

"But the queerest story of unpleasant traveling companions was told me by a railroad inspector, who had just returned from a trip abroad.

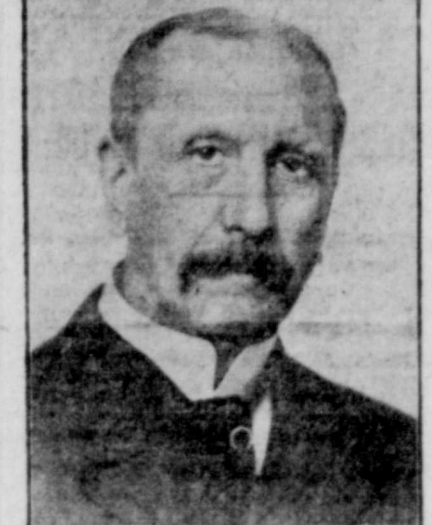
"He was traveling on a night express from Vienna to Berlin, when the passengers were aroused from their sleep by the shrieks of a woman, who insisted she was being stabbed with sharp instruments in several places. She would not submit to an examination, and the guard was at his wit's end, because he could not quiet her. A stout man, some distance away, added to the clamor by saying he was being cruelly pricked.

"At that moment the train drew up at a station, and the man and woman were taken out. The man was searched and six colossal leeches were found on his thigh. The poor woman fainted from horror and weakness as four of these creatures were removed from her.

"It seems one of the passengers had brought an insufficiently covered jar of leeches into the carriage, and they had escaped. There was no more sleep for the passengers that night."

POLITICAL ANNOUNCEMENTS

JOSEPH ANDRIANO Candidate for SHERIFF Subject to the Republican Primaries.



Mr. Andriano is one of our oldest and most respected citizens. He is a man possessed of great sense of justice, liberal in his views, true to his friends, honest, courageous and competent in every respect. He has held several offices of importance and trust, having been twice elected sheriff of this county; served the people five years as councilman of the fifth ward with credit to himself and his party. Therefore the Republican voters of this county will make no mistake if they cast their votes for Mr. Andriano, and place him on their ticket, for he will surely add great strength and victory to the Republican banner this fall.

JOS. ALBUS Candidate for SHERIFF Subject to the Republican Primary Election, August 4, 1908.

THOMAS F. RYAN Candidate for Judge of Criminal Court Subject to Democratic Primary August 4, 1908.

CHAS. T. PAULETTE Candidate for SHERIFF Subject to Decision of the Democratic Primary, August 4.

CHARLES F. KELLER Democratic Candidate for Prosecuting Att'y Subject to Primary Election, Aug. 4, '08.

JOHN W. MUIR Democratic Candidate for Prosecuting Attorney Primary August 4, 1908.

RICHARD D. FULKS Candidate for SHERIFF Subject to the Decision of Democratic Primary, August 4, 1908.

ELL HOLLAND For Prosecuting Att'y Subject to Democratic Primary to be held on Tuesday, Aug. 4, '08.

L. J. EASTIN Candidate for Circuit Judge, District No. 2 Subject to Decision of Democratic Primary August 4, '08.

OTTO THEISEN Democratic Candidate for SHERIFF Subject to Primary Election, Tuesday, August 4, 1908.

DAVID H. HATFIELD Republican Candidate for SHERIFF Subject to Primary Election, Tuesday, August 4, 1908.

VOTE FOR GEORGE KNOPINSKI Candidate for SHERIFF Subject to Democratic Primary, Tuesday, Aug. 4, '08.

HENRY M. RAMEY Candidate for Circuit Judge, District No. 2 Subject to Decision Democratic Primary, August 4, 1908.

PUBLICITY PAYS Try an Advertisement in THE JOURNAL

HORSES AND MULES

At Our Next Sale JULY 21, 1908 We Will Have A large number of Broken and Unbroken Horses; also, as a special feature, will offer for sale one load of 1300-lb Mares with Belgian colts by side, and a load of broke Jennie Burros.

NEXT SALE AUGUST 4. BRADSTREET & CLEMENS, Grand Island, Neb.

FOR SALE Registered Shropshire sheep, yearlings and full 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. UZZ, South St. Joseph, Mo. Yard phone 702 South 4 rings. Advertise in The Journal.

JACKS AND JENNETS FOR SALE—Home-raised on our Cherry Grove Stock Farm. All in extra good serviceable condition. Will bear close inspection, as all are bred right. Prices reasonable. C. M. DAILY & SON, Kansas City, Mo.

BUY DIRECT FROM OUR FACTORY Saving All Expenses and Profits of the Dealer. H. & M. BRAND STOCK SADDLES and HARNESS

Advertisement for H. & M. Brand Stock Saddles and Harness. Includes an image of a saddle and text: 'Have been sold direct from our factory to the user at the same price your dealer would pay us. Remember We Pay The Freight. Get our Finely Illustrated 104 Page Catalogue. It's free to you. We ship for examination and approval, guaranteeing safe delivery.' Also: 'HORSE & MULE MARKET HARNESS SHOP, STOCK YARDS 80. ST. JOSEPH, MO.'

Advertisement for Morris & Company. Text: '—A FEW SPECIALTIES— Supreme Hams Supreme Bacon Supreme Lard Supreme Sausage Supreme Dried Beef —AND— Lion Brand Canned Meats MORRIS & COMPANY CHICAGO ST. JOSEPH KANSAS CITY ST. LOUIS'

Advertisement for Blacklegoids. Text: 'Blacklegoids Simplest, Safest, Surest Vaccination for the prevention of BLACKLEG IN CATTLE NO DOSE TO MEASURE. NO LIQUID TO SPILL. NO STRING TO ROT. Just a little pill to be placed under the skin of the animal by a single thrust of the instrument. You cannot afford to let your cattle die of blackleg when a few dollars spent on Blacklegoids will save them. Write for circular. PARKE, DAVIS & COMPANY HOME OFFICE AND LABORATORIES, EVANSTON, ILL. NOTICE—For a limited time we will give 10 cent discount on regular price with 500 dose purchase of 100 vaccinations.'

Advertisement for Transit House. Text: 'TRANSIT HOUSE ST. JOSEPH STOCK YARDS, ST. JOSEPH, MO. FINEST STOCKMEN'S HOTEL IN THE COUNTRY. Fine Bar, Lunch Counter and Cafe. Most Convenient Hotel for Shippers to the St. Joseph Market. Only One Block from the Yards. RATES: American Plan, \$2.00 and \$2.50 Per Day. European Plan, 75c, \$1.00 and \$1.25. A. W. KOHLER, Manager.'

Advertisement for Shannon's Cafe. Text: 'Shannon's Cafe (Successor to Fisher's Cafe) We carry a full line of THINGS THAT ARE GOOD TO EAT. Our Steaks are from the finest Corn-Fed Cattle the St. Joseph market affords. Convince Yourself. J. P. (JACK) SHANNON, Proprietor 490 FELIX ST. Formerly manager Transit House Cafe.'

Advertisement for Lightning Portable Wagon and Stock Scale. Text: 'Lightning Portable WAGON AND STOCK Scale All above ground. Steel frame, only 3 inches high. Octagon levers. Tool steel bearings. Compound beam. Most accurate and durable. Write for catalog and price. KANSAS CITY HAY PRESS COMPANY, 605 Mill Street, Kansas City, Mo.'

Advertisement for Miner & Company. Text: 'Both Phones No. 1301. 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. SICKELS, Local Manager, 8 Board of Trade, St. Joseph, Mo.'

### WAGES AND FOOD

SOME INTERESTING FIGURES ARE GIVEN OUT IN A BUREAU OF LABOR STATEMENT.

### 1906 AND 1907 COMPARED

Both Wages and Food Were Higher in 1907—The Hours of Labor Were Also Somewhat Shorter.

Washington, July 20.—The average wages per hour in 1907 were 3.7 per cent higher than in 1906; the regular hours of labor per week were 0.4 per cent lower than in 1906, and the number of employees in the establishments investigated was 1 per cent greater than in 1906.

These are some of the facts of interest in a statement issued Sunday by the bureau of labor as the result of an investigation of the principal wage-working occupations in 4,169 establishments, representing the principal manufacturing and mechanical industries of the country. The article is entitled "Rates of Wages and Retail Prices of Food, 1890 to 1907."

Investigations covering the sales of 1,014 dealers in 68 localities show that the retail prices of 30 principal articles of food, according to consumption and in representative working-men's families, were 4.2 per cent higher in 1907 than in 1906. As the advance in retail prices from 1906 to 1907 was greater than the advance in wages per hour, the purchase power of an hour's wages as measured by food was slightly less than in 1906, the decrease being one-half of 1 per cent.

The average hourly wages in 1907 were higher than in any other year of the 18-year period from 1890 to 1907, and more than 20 per cent higher than the average in any year from 1890 to 1906. As compared in each case with the average for the 10-year period, 1890 to 1899, the average hourly wages in 1907 were 28.8 per cent higher, the number of employees 44.4 per cent greater and the average hours of labor per week 5 per cent lower.

The average prices of food in 1907 were higher than in any other year of the 18-year period. The average price of 30 principal articles weighted according to family consumption of the various articles was 20.6 per cent higher in 1907 than the average price for the 10 years, 1890 to 1899. Compared with the average of the same 10-year period the purchasing power of an hour's wages in 1907 was 6.8 per cent greater.

The increase in the average hourly wages in 1907 over 1906 was quite general, occurring in 49 of the 41 industries investigated. The greatest increase was in the manufacture of cotton goods, where the average wages per hour in 1907 were 12.9 per cent higher than in 1906. In the manufacture of paper and wood pulp the increase was 10.1 per cent, in eight other industries the increase was 5 per cent, and in 36 industries less than 5 per cent. In one industry, beamster steel, there was a decrease in wages of 0.9 per cent. In the 41 industries, weighted according to importance, the increase in wages per hour was 3.7 per cent.

Of the 30 articles of food 29 were higher in price in 1907 than in 1906.

#### Double Killing at Reno, Ok.

El Reno, Ok., July 20.—James Leuby, a barber, whose right name is believed to be Charles McCain, Sunday morning shot and killed W. H. Woods, a grocery clerk, whom he found in his wife's room, and then shot and killed his wife, Leuby, or McCain, married Rosa Vain in Kansas City six years ago. They came here to live and he left his wife several months ago, going to Claremore, Ok. He returned here a few days ago. Early this morning he went to his former home and, after breaking in the door, shot Woods to death. He then left, returning a few minutes later and killing his wife. He was arrested. Rose Vain met McCain at Herrington. A portion of her family live here, while others live in Topeka, Kan.

#### To Try Ruef Again.

San Francisco, July 20.—Abraham Ruef, who until two years ago was the dominating political power in municipal affairs in San Francisco and practically built up the union labor political party which three times elected Mayor Eugene E. Schmitz, formerly orchestra leader in one of the local theaters, will be placed on trial for the third time next Wednesday for alleged bribery. Ruef is under 75 indictments charging him with bribing 14 of the 18 members of the last Schmitz board of supervisors to grant franchises to various public service corporations.

#### Maine and Alabama Near Manila.

Manila, July 20.—Wireless communication has been established between the battleships Maine and Alabama, composing the special service squadrons which left San Francisco June 8 in advance of the Atlantic fleet. The two vessels were expected to arrive here at noon Sunday.

#### Anti-Foreign Fight in Mexico.

Mexico City, July 20.—The anti-foreign fight in Mexico is assuming large proportions, and a bitter controversy over the question is being waged by the foreign and native press.

### GOL. W. H. ROSSINGTON DEAD

END COMES TO KANSAS ATTORNEY AT TOPEKA.

He Was Prominent in the Affairs of the State for Many Years.

Topeka, Kan., July 20.—William H. Rossington, for several decades one of the most prominent members of the Kansas bar and a powerful force in politics, died suddenly of heart failure shortly before 5 o'clock Sunday afternoon at his home here. His death was entirely unexpected. He was alone in his library at the time and apparently passed away without a struggle. Alice, his only daughter at home, left shortly after 4 o'clock for a short automobile ride, her father going to the door with her, being in his usual good spirits. When she returned she found him dead.

For several years "Colonel" Rossington was a newspaper reporter in Philadelphia, St. Louis and Topeka. During the Kansas legislative session of 1873 the Pomeroy expose came up. State Senator York in an impassioned speech laid \$7,000 on the clerk's desk which he said was given him as a bribe to vote for Senator Pomeroy. The excitement occasioned by the speech and placing the money on the table was so great that none of the reporters was able to make any notes. Col. Rossington afterward wrote the York speech from memory. York said afterward that it was as nearly a correct report of the speech as if he had furnished manuscripts to the newspaper men.

#### Alabama Strike Situation.

Birmingham, Ala., July 20.—Gov. Comer, accompanied by Mrs. Comer and three daughters, made an automobile tour of the various mining camps Sunday, addressing the miners and soldiers at each camp, and was enthusiastically received. Upon returning to Birmingham the governor stated that he had found the district peaceful and that he had reason to believe the end of the trouble was near at hand. However, the governor Sunday notified the adjutant general that state troops must not be permitted to leave Alabama for any encampment before the expiration of two weeks. Reports of rioting Sunday were few.

#### May Balk Freight Rate Raise.

Washington, July 20.—The interstate commerce commission may take action on the increased freight rates agreed to at the meeting of the South-eastern Freight association, and the Southeastern Mississippi Valley association at Louisville, Ky., Saturday, when the new tariffs are filed with the commission by the roads having membership in these two associations.

#### Indiana Murder and Suicide.

Frankfort, Ind., July 20.—Early Sunday the town of Hillsburg, near here, was thrown into a furor of excitement by a murder and suicide. Clarence Jones, a young business man, shot and instantly killed Claude Pruitt, a young and well known farmer, and then almost immediately afterwards sent a bullet from the same revolver into his own brain.

#### Mr. Taft to Join a Union.

Hot Springs, Va., July 20.—When Judge Taft goes to Cincinnati to be notified of his nomination for the presidency by the Republican party he will receive notice of his election as a member of a labor organization. He has been elected a member of the International Society of Steam Shovelmen, of which T. J. Nolan of Chicago is president.

#### To Exhibit at Albuquerque.

Washington, July 20.—The army and navy have been asked to prepare estimates covering the cost of a military and naval exhibit at the proposed exposition at Albuquerque, N. M. It is proposed to include in the naval exhibit a display of a model of the battleship Oregon.

#### Wichita Bank's New President.

Wichita, Kan., July 20.—C. W. Carey, cashier of the National Bank of Commerce, has been elected to the presidency of that institution to succeed A. C. Jones, who recently accepted the vice presidency of the First National bank in Kansas City.

### THE CHILDREN OF THE CITY.



Some Are at the Seashore.

### FLEETS' QUIET DAY

LITTLE IN THE WAY OF FORMAL ENTERTAINMENT AT HONOLULU ON SUNDAY.

### FRESH FRUIT FOR SAILORS

Hundreds of Tons of Delicacies Presented to Battleship Crews by Citizens—Men Are Behaving Well.

Honolulu, July 20.—Sunday was a quiet day with the officers and men of the Atlantic battleship fleet. Outside of the various games which took place at the league grounds and which hundreds of sailors attended, there was little in the way of formal entertainment except excursions to Pearl Harbor, many of them taking advantage of the opportunity to inspect the site of the naval station that is being planned.

The officers Sunday were privately entertained at many residences, and there was hardly one of the cool porches along the shady streets of the residence sections that did not offer retreat for the white-clad visitors. The men, too, sought amusement in many parts of the city, and the streets of the downtown section as well as the tree shaded roads and lanes further out were populous throughout the day with groups of strolling seamen. On every hand they were welcomed by the citizens and found hospitable entertainment wherever they sought it.

Out on the big ships hundreds of visitors were made welcome and every yacht and private launch in the bay was pressed into service to carry parties of pleasureseekers in and out among the anchored warships. A feature of the entertainment of the fleet Sunday was the presentation of hundreds of tons of fruit and delicacies of all kinds to the various battleships. The great store of good things was loaded on a lighter, which was towed to each of the 12 ships in turn, the Hawaiian band being aboard also and playing native and American airs as the distribution proceeded.

A generous supply oficed fruits and plenty of reading matter was sent to the island where 850 men of the Nebraska are in quarantine Sunday, the entertainment committee being determined not to forget anyone. Sunday a party composed of 15 officers from each of the ships will be taken to Pearl Harbor, where they will have an opportunity to see just what sort of a place the naval station is to have. A part of the entertainment consists of aquatic sports at Waikiki beach. The old Hawaiian surfing ride was the feature of this program.

The behavior of the men of the fleet ever since they came has been splendid and has aroused many congratulatory remarks here. Lieut. Carter was not in command of the naval tug Iroquois when it went ashore at Pearl Harbor Saturday with the Schroeder board aboard. The vessel was in charge of a boatswain.

John Barrett Out of Hospital. Denver, July 20.—John Barrett, director of the International Bureau of American Republics at Washington, D. C., and who has been United States minister to Panama, Argentina, Colombia and Siam, Sunday left Mercy hospital, where he has been confined the last 10 days with a severe attack of illness which threatened typhoid fever.

Gompers in Washington. Washington, July 20.—Samuel Gompers, president of the American Federation of Labor, returned here late Sunday from the Denver convention. He declined to talk about politics, saying: "Whatever I have to say on politics will be printed in the official organ of the American Federation of Labor, which will appear within a few days."

Shot in a Kansas Joint. Leavenworth, Kan., July 20.—John Callahan and William Kerwin, two strangers, were shot and possibly fatally injured by Frank Barber in the joint of W. B. Chambers at Lansing, Kan. All the men connected with the shooting were under the influence of liquor.

An Ex-Senator's Widow Dead. Denver, July 20.—Mrs. Alice Hale Hill, widow of ex-United States Senator Nathaniel P. Hill, died at the family home in this city Sunday night of a complication of diseases resulting in heart failure. Mrs. Hill was born in Providence, R. I., in 1840, and was married in 1867, coming to Colorado the same year.

Will Work Together. Washington, July 20.—A joint board representing the war department and the bureau of forestry has taken up the matter of preserving the forests on military reservations. An arrangement will be made for a most beneficial cutting of timber and for preserving the trees which will remain.

The President's Sunday. Oyster Bay, July 20.—President Roosevelt spent Sunday quietly at his home here. In the morning with Mrs. Roosevelt and their son Archie he attended services in Christ Episcopal church in the village, coming into Oyster Bay from Sagamore Hill in an automobile.

### ST. PAUL'S BALLOON RACE

LAST OF FIVE STARTERS LANDED ON SUNDAY.

The Chicago, the Winner, Traveled Only 73 Miles in an Airline From St. Paul.

St. Paul, July 20.—All of the five balloons which started from St. Paul Saturday in an effort to surpass the world's distance and endurance record have landed, the Chicago, owned by C. A. Coey of Chicago, winning the contest by traveling a distance of 73 miles in an airline. The Pommern, which was the last to report, landed Sunday at 10:30 a. m. near Warsaw, Minn., about 52 miles from St. Paul.

The Chicago, the largest balloon in the race, came down at noon Sunday near Blooming Prairie, Minn., about 35 miles south of St. Paul on the Milwaukee road. No details of the landing were received here. Lieut. J. D. Bennett, pilot of the King Edward, which landed at 7:45 Saturday night at Hampton, Minn., on his return to St. Paul Sunday denied the story telephoned here that his balloon had caught in telephone wires.

A Lee Stevens, director of the race in explaining the failure of the aero nauts to sail greater distances than they accomplished said that the lifting power of the gas was not as great as they had counted on, and that consequently the balloons were unable to carry near the amount of ballast necessary for a long flight. Capt. P. S. Hudson, pilot of the balloon America, which landed at 8:11 Saturday evening six miles south of Owatonna, Minn., 80 miles south of here, returned to St. Paul Sunday with his assistant, Horace B. Wild of Chicago.

The land of the America was effected without difficulty in a meadow six miles from Owatonna. In climbing from the basket Capt. Hudson tripped and sprained his ankle, but neither of the occupants was seriously hurt. Hitchcock in Colorado. Colorado Springs, July 20.—When Frank H. Hitchcock, chairman of the Republican national committee, arrived here Sunday evening to consult with the members of the national committee and chairmen of western state and territorial committees he was greeted by a large number of political leaders who had reached the Springs during the day. He found assurances from others which made it certain that the two days' conference, which opens Monday, will be a success.

Drowned in Wife's Presence. Weirs, N. H., July 20.—Walter D. Martin, president of the common council of Walden, Mass., who has been spending the summer with his family on Pine Island in Lake Winnepesaukee, was drowned in the lake Sunday while rowing in front of his cottage and within sight of his wife. His boat was capsized in a sudden squall. When Mrs. Martin saw her husband sink she collapsed and her condition Sunday was serious.

A Needed Rain in Oklahoma. Muskogee, Ok., July 20.—General rains have been falling over the eastern part of Oklahoma, breaking a drought of five weeks. Corn and cotton were in great need of moisture and the rains of the past 12 hours mean millions of dollars to Oklahoma farmers and the greatest corn and cotton crop in the history of the state.

Is Doing Good Work. Washington, July 20.—Cold figures show in a striking manner the effective work of the division of information of the bureau of immigration and naturalization in diverting hundreds of poor aliens from the crowded centers of the nation to the fertile lands and other places where there is a big demand for that class of labor.

The Quebec Celebration. Quebec, July 20.—This quaint old city is in a flurry over the arrival of H. R. H., the Prince of Wales, who will sail into the harbor next Wednesday aboard the new British battleship the Indomitable, to inaugurate the three hundredth anniversary of the founding of Quebec by the French navigator, Champlain.

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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.  
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### A NEWS FORECAST

NUMEROUS INTERESTING EVENTS ARE SCHEDULED FOR THIS WEEK.

### POLITICIANS WILL BE BUSY

Mr. Taft Will Finish His Speech of Acceptance and Mr. Bryan Will Journey to Chicago.

Washington, July 20.—Although the real opening of the presidential campaign is still some distance off, the candidates of the two big parties and the various political campaign managers have a fairly active week in prospect. While ostensibly resting in anticipation of the stirring times that are to come, all are combining considerable work with their pleasure. William J. Bryan, the Democratic presidential nominee, on Saturday will meet the subcommittee of the national committee in Chicago, at which time the national chairman will be selected. William H. Taft, presidential nominee of the Republican party, at Hot Springs, Va., will finish his speech of acceptance to the notification committee and have it in readiness for their Cincinnati event the following week.

Frank H. Hitchcock, chairman of the Republican national committee, on Monday and Tuesday will be in Colorado Springs, Col., where he will meet the Republican state leaders and members of the national committee west of the Mississippi. Plans will be formulated at this meeting for carrying on the campaign in the west. Timothy L. Woodruff, chairman of the Republican state committee for New York, will meet state leaders at Camp Kill Kare in the Adirondacks, where the possible candidates for the governorship will be discussed. The executive staff of Gov. Charles E. Hughes will be moved to Saranac Inn, where will be the summer capital of New York state. William R. Hearst will arrive from Europe on Saturday and will leave at once for Chicago, where the following week the Independence party meets in convention.

President Roosevelt's long quiet vacation at Sagamore Hill will be broken into this week when the chief executive goes to Newport, R. I., to address the members of the naval war college, who have been in session there for some time discussing plans for the construction of new battleships. The president has prepared a paper on the subject which he will read before the naval experts. He will make the trip from Oyster Bay to Newport

on the government yacht Mayflower, leaving Oyster Bay Tuesday night and returning there Thursday morning. He will spend Wednesday in Newport. At Quebec beginning Monday and lasting six days the greatest celebration in the history of Canada will take place, marking the three hundredth anniversary of the founding of the settlement by Champlain. The prince of Wales, who is now on his way across the ocean, will take part in the celebration. His official landing, which is scheduled for Wednesday, will be a brilliant spectacle. Vice President Charles W. Fairbanks will be present as the representative of the United States. The gigantic battle fleet, which has been resting at Honolulu since Thursday, during which time the crews and officers have been lavishly entertained, is expected to start Tuesday on the second stage of the journey across the Pacific ocean.

### A Returning Absconder.

San Diego, Cal., July 20.—When the steamer St. Denis arrived from Ensenada at 6:40 Sunday morning she had on board William F. Walker, the New Britain, Conn., absconder who was in custody of State Superintendent of Police Egan of Connecticut and H. J. Hoffman, a Pinkerton detective. Walker was rather a pitiable object as he stepped ashore, stoop shouldered and haggard. The newspaper men who sought to interview him could get little more than a shake of the head and the remark "It's a very fine day."

Secretary Wright to Review Troops. Chattanooga, Tenn., July 20.—Gen. Luke E. Wright, secretary of war, and Gen. J. Franklin Bell, chief of staff, will arrive in this city at 4:45 Monday morning and the following morning will proceed to Camp Taft, where 6,000 troops, state guard and regulars, are encamped for maneuvers. At 3:30 o'clock Tuesday afternoon the troops will be reviewed by the secretary of war and Gen. Bell.

Brooklyn Singers at Munich. Munich, July 20.—The members of the Brooklyn Arion Choral society arrived here Sunday evening from Nuremberg and were greeted by the Munich Saengerbund at the station, where thousands had assembled. The Saengerbund rendered a song of welcome. The Arions will give a concert here Monday evening.

Old Steamboat Captain Dead. Gallipolis, O., July 20.—Capt. Martin E. Brown, one of the best known steamboat men on the Ohio river, died suddenly Sunday of heart failure at the Hotel Riverview in this city. Capt. Brown operated packet boats in several trades between Pittsburg and St. Louis.

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