BUSINESS OF THE RAILWAYS

Another Unfavorable Showing in Number of Cars Handled by Local Lines.

Boycotts Not Recognized by the Government, as Evidenced in the Transportation of Troops—The K. & I. Bridge.

The train records show that 116 more loaded cars were received and forwarded at this point in the week ending Oct. 17, than in the week ending Oct. 10, yet in neither of these weeks has the number handled been as large as in the corresponding weeks of 1890. The decrease is with the Pennsylvania and the C., H. & D. lines. Most of the roads have as much business as they can move with promptness. Last year in October the roads had side-tracks full of empty cars, while this year the demand for cars just about absorbs the supply. East bound there is an increased movement of grain shown, largely in oats. Export business last week was a little off, more for want of cars for Baltimore and Newport News export business than for lack of freights. These two sea-board lines seem to be in the lead in carrying the export traffic. Shipments of grain to the Middle and New England States over the Vanderbilt and the Pennsylvania lines are fully up to the October average of years past. Live-stock shipments last week to Eastern markets were larger than for some weeks past. The Western lines are now bringing in a good deal of stock. The Vandalia last week delivered 226 car-loads at the stock-yards. Shipments of cotton East have not fairly set in. West bound the tonnage is heavy and is carried at good rates. The freight is largely dry goods, heavy groceries and anthracite coals. The coke movement is light for Obtober. The north-and-south roads are having a light through business, but with all lines local traffic is unusually heavy. Shipments of produce, lumber, live stock and grain are heavier than last year, and the movement of Indiana and Ohio coals is no small item, being largely in excess of last year. The roads are looking after their local business more diligently than ever before. Local agents have learned to make good records the local traffic should be first attended to, through traffic being secondary. The recent reduction in rates authorized by the Central Traffic Association on west-bound freights gives the Indianapolis shippers and manufacturers advantages which they have never before been favored with. Below is given the number of loaded cars received and forwarded at this point in the week ending Oct. 17, as compared with the corresponding week in the preceding three years:

Name of Road.		Loaded cars 1891.....	Loaded cars 1890.....	Loaded cars 1889.....	Loaded cars 1888.....
L., N. A. & C., Air-line....		348	426	363	330
I., D. & W.		336	421	397	402
C., H. & D. (Ind'p'l's div.)		808	1,027	303	821
L. E. & W.		584	569	526	532
Penn'a lines	I. & V.	692	629	567	490
	J., M. & I.	1,029	1,201	1,195	827
	Chic'godiv	590	751	563	383
	Col'b's div	1,533	1,772	1,557	1,879
Peoria & Eastern	East div	1,986	816	654	825
	West div	1,359	782	688	922
Big Four lines	Chicago div	2,204	2,292	1,904	1,879
	Cl'c'n'ati div	2,849	3,027	2,230	2,038
	St. Louis div	1,791	1,975	2,111	2,155
	Cl'v'l'nd div	1,840	2,093	2,242	2,093
Vandalia		2,069	1,822	2,182	2,343
Totals		19,018	19,603	18,805	18,256
Empty cars		4,448	4,902	4,022	4,288
Total movement		23,466	24,505	22,827	22,544

Government Does Not Recognize Boycotts.

Within the last few days the passenger men connected with the east-and-west lines have been a good deal interested in the movement of government troops West. The contract was for the transportation of the Eleventh United States Infantry from Sackett's Harbor to Huachuca, A. T. The officers and men, with their families, numbered five hundred, and were carried in thirteen sleepers, with twelve car-loads of baggage. The Eastern lines and the Chicago & St. Louis west-bound lines were asked by the government to put in bids. First, from starting point to destination; second, from Chicago and St. Louis to destination; third, from Sackett's Harbor to Chicago or St. Louis. Fifty-two roads bid on the business. When the bids were opened it was found that the Chicago & Alton had secured the contract. The Alton quoted rates over its own line from Chicago and quoted the rate which was the lowest by Eastern lines to Chicago. When the Alton agent went to move the troops the Vanderbilt lines told him they would not handle the business on Chicago & Alton tickets, or orders. The government, however, directed the Vanderbilt lines to place the cars at the disposal of the government at once, without delay, the Alton company having expressed its willingness to pay in cash for tickets to Chicago, at the rate which the Vanderbilt line agent had quoted. In settlement for the tickets the Alton agent offered a certified bank check, which the Vanderbilt lines, at the last moment, declined to accept, hoping in this way to delay and annoy so that the government would order the troops sent West via another line; but the Alton had the contract, and the government officers, particularly the commanding officers, were strongly in sympathy with the C. & A. They were willing to wait a day to give the Alton agent time to get the cash. The contract was a large one, over $25,500. The business was taken from the heart of the territory in which the Chicago & Alton is boycotted. The troops reached Chicago over the Vanderbilt lines in Wagner sleepers, which are largely owned by the Vanderbilts, and who were anxious to have the Alton people run the Wagner cars through, but the Alton promptly declined and said they would use Pullman cars out of Chicago.

An Unlooked for Opposition.

The Mackey syndicate, which has just come into control of the Kentucky and Indiana bridge at Louisville, has already found opposition which will likely lead to some litigation, if it does not cut down the receipts of the bridge considerably. The New Albany Ledger says that "President Smith, of the Louisville & Nashville road, has written Mr. Mackey that if the Air-line leaves the Louisville bridge for the K. and I. bridge the Louisville & Nashville railroad, by its agreement with the Pennsylvania Company and Louisville bridge, will refuse to interchange freights; that is to say, will not receive Air-line cars at Louisville for transfer or transport south of Louisville over the L. & N. tracks. Now President Smith is getting into deep water in this game of bluff. Col. Bennett H. Young, as a member of the late constitutional convention of Kentucky, secured the insertion into the Constitution of sections that compel all railroads to interchange, including belt roads and bridge companies. These sections were put in expressly to meet the bluff games that have been played at Louisville by the Louisville Bridge Company, the Pennsylvania Company and the L. & N. company. President Mackey has answered President Smith's bluff by sending him a copy of the new Constitution of Kentucky, with the clauses above referred to marked. The first violation of any of these clauses is a fine of $1,000, the second a fine of $2,000, and the third a fine of $5,000."

An Alleged B. & O. Move.

Chairman Midgeley has issued a circular letter to the members of the Western Freight Association, informing them that the Ohio & Mississippi road has announced a reduction in the rate on flour from St. Louis to Baltimore. The reduction is from 25 to 21 cents per one hundred pounds, a drop of four cents. Western traffic men are generally of the opinion that this is really a Baltimore & Ohio move, and that it is merely preliminary to the predicted cut in the corn rates by the road for the benefit of Gill & Fisher, the Baltimore grain-dealers, who have bought up millions of bushels of new corn west of the Missouri river. It is still too early to reduce the corn-rate, as the new crop is not yet ready to be moved. When this scheme was operated two years ago it not only worked great injury to the other road in competition with the Baltimore & Ohio, but was accompanied by the worst car famine ever known in the West. At one time fully 50,000 cars of grain were crowded on the Eastern lines of the B. & O., causing a blockade that lasted for many weeks, while the Western roads were pleading in vain for the return of their cars. Western officials express the fear that a similar experience is in store for them this year.

Personal, Local and General Notes.

The Lake Erie & Western earned in the second week of October $68,289.33; increase over 1890, $3,518.66.

The Ohio Falls car-works have been given the contract to build the passenger equipment for the New Orleans & Southern road.

Samuel Rookland has been appointed engineer of the Michigan Southern division of the Lake Shore road, with headquarters at Toledo.

J. G. Tenant, of Fostoria, O., has been appointed traveling freight agent of the Nickel-plate, with headquarters at Fort Wayne, Ind.

On the 26th of this month mail service will be established between Rushville and Anderson on the Cincinnati, Wabash & Michigan road.

H. A. G. Hausgen has been appointed assistant general freight agent of the Iowa Central road, vice James Mahoney, whose resignation was mentioned a few days ago.

The regular monthly meeting of the general freight committee of the Chicago and Ohio River Traffic Association will be held at the Bates House to-morrow morning, at 9:30.

The Ohio Falls car-works are in a prosperous condition. On Saturday the company paid a mortgage held by J. W. Sprague for $20,000, leaving the property free from incumbrance.

T. P. Burry has been appointed general passenger agent of the Iowa Central road. He was for some years connected with the passenger department of the Cincinnati, Washington & Baltimore road.

A. H. Smith, division superintendent on the Lake Shore system, on Saturday took charge of the Lansing division, and A. B. Newell, son of President Newell, succeeds Mr. Smith on the Kalamazoo division.

William Mosby, who for many years was chief clerk in the office of the general superintendent of the Wabash road, has been appointed superintendent of car service on the Chicago & Eastern Illinois road.

The contract for building the new yards of the Lake Erie & Western at Tipton was awarded on Saturday, to be completed by Dec. 1. The improvement will cost the company $20,000. Making this a more important terminal will bring seventy-five families from Lafayette to Tipton.

The corps of surveyors of the Wabash extension from Montpelier, O., to Chicago, have reached Porter county, and are now setting grades for the road-bed in this and LaPorte county. Chief Engineer Jackson is directing the work, and trains will be running into Chicago by May 1, 1892.

President George B. Roberts, Vice-president Frank Thomas and other officials of the Pennsylvania system were in Chicago Saturday on their annual tour of inspection. They will start on a trip through the Wisconsin mining region to-day, and will go over the Chicago & Northwestern road.

The Chicago & Alton's gross earnings for August, 1891, were $794,681.36, which is $189,304.10 increase over August, 1890, and $79,000 more than the estimate for the month. The estimated earnings for September, 1891, are $785,400, an increase of $98,600 over actual earnings for September, 1890. The earnings for September will be over $800,000.

All the railroads in Indiana and Illinois are now making a round-trip rate of one and one-third fare for hunting parties of three and over to points in Arkansas, Missouri, Mississippi, Michigan, or any other State where there is good hunting and fishing. These rates include transportation of dogs, guns and baggage to the amount of 150 pounds.

E. E. Stacy, secretary of the Indiana Young Men's Christian Association, writes that steps are to be taken at once to establish a railroad branch at Logansport. Through Vice-president McCrea, the Pennsylvania Company makes a monthly appropriation for this branch. It is about time that something was done to re-establish the Indianapolis branch.

A general assize for the trial of such roads in the Western Passenger Association as are charged with infraction of the agreement, has been called by Chairman Finley, to be held at Chicago Oct. 27 and 28. The roads cited to appear and explain their conduct are the Wabash, the Missouri Pacific, the St. Louis, Keokuk & Northern, the Burlington, the Chicago, St. Paul & Kansas City and the Illinois Central. Some of these roads will have more than one case to defend. In every case the charge is reduction of rates without sufficient cause, or on the false plea that such reduction was necessary to meet outside competition.

The people who have been howling for several years because of the organization of car-service associations, whereby the railroads assess shippers and consignees a small sum for the detention of cars longer than forty-eight hours after arrival at destination, are taken aback by the action of the Texas Board of Railroad Commissioners. That board has issued a circular ordering all railroad companies in Texas to charge and collect from consignees the sum of $3 per car per day for the use of all cars not unloaded after forty-eight hours' notice to the consignee or his agent. In Chicago and other points throughout the West only $1 per car per day is charged after forty-eight hours' notice, and yet there is no end of complaint.

Governor Humphrey, of Kansas, has addressed a letter to the Attorney-general, instructing him to commence proceedings in the name of the State to annul the charter of the Missouri, Kansas & Texas Railway Company. This company has its corporate existence under the laws of Kansas, which require the general offices to be located within the State. The offices of this company are at Sedalia, Mo. The company provided offices at Parsons, Kan., some time ago, and were about to make that city its headquarters. When this became known, a restraining order was issued in Missouri under a law passed last winter, which prevented the fulfillment of this plan. Governor Humphrey now demands that a Kansas corporation shall be judged by a Kansas court, and insists that a Missouri law cannot act to repeal a Kansas law.

Joseph Ramsey, jr., has gone to Peoria to endeavor to straighten out matters there. He is experiencing more trouble with this eighteen miles of road than in handling the whole business of the Big Four as its general manager. A committee of the Board of Trade has taken the matter in hand, and proposes to see if something cannot be done to put a stop to the delays and annoyances the shippers at Peoria are subjected to. A railroad official says that were the businessmen of Peoria less sympathetic with the striking switchmen who handle the business at this important commercial center the difficulty in handling the business would be largely removed. No strike which has yet occurred at Peoria, and there have been a number of them, has yet received the sanction of any of the federated railroad organizations, which is good evidence that the strikes were not made on tenable grounds.

The September report of the voluntary relief department of the Pennsylvania lines west of Pittsburg is very encouraging to the managers of the organization. During the summer months there was an unusually large drain on the treasury. This is quite an item, as the company guarantees to make up any deficit. As yet it has by no means been a self-supporting institution. The report shows total benefit disbursements for September to have been $15,396.42, against $13,521.30 in August. This is the lowest amount paid out in any month, August excepted, in benefits, since the department was established. On the Pennsylvania lines proper there was paid out in natural death benefits, $750; accidental disablement benefits, $1,578.25; sick benefits, $2,559.60; a total of $4,887.85. On the Panhandle was paid in accidental death benefits, $1,250; natural death, $3,500; accidental disablements, $3,112.77; sick, $2,646.80; a total of $10,508.57. During September, there were nine death, 331 accidental, and 429 sick benefits paid, and for the twenty-seven months of the organization's existence 278 death, 7,093 accident and 13,186 sick benefits have been paid out, the amounts thus disbursed amounting to $434,820.27.

To Dispel Colds,

Headaches and fevers, to cleanse the system effectually yet gently when costive or bilious, or when the blood is impure or sluggish, to permanently cure habitual constipation, to awaken the kidneys and liver to a healthy activity without irritating or weakening them, use Syrup of Figs.

THE NEEDS OF OUR FARMERS

Secretary Rusk Sets Forth Their Wants and Predicts a Glorious Future.

The Time Is Not Distant When Men Will Eagerly Seek the Country Instead of the Town—Advice to the Rising Generation.

Secretary Rusk, in New York Tribune.

Having long ago consented to say something as to the present needs of American agriculture and its future scope, I will endeavor now, in accord with recent reminders, to indicate as briefly as possible some of those needs of American agriculture which I regard as the most urgent.

Unquestionably, American farmers need fuller information regarding the kinds and extent of our home supplies which American agriculture, properly directed, could produce, but for which we are now dependent upon the foreign producers. When, a little more than a year ago, I called attention to the fact that American consumers paid annually to foreign countries some $250,000,000 for products which could be, and ought to be, supplied by our own farmers, the statement was greeted on all sides with expressions of doubt, and in some cases with derision, even though I had taken pains to accompany my statement with an enumeration of the articles I referred to, and with the figures showing the extent of these importations.

In a general way it may be said that, with the exception of tea, coffee and spices, almost all the agricultural products we import could be supplied by American farmers. That this has not been done up to this time is due to a variety of causes—amongst others, to the pioneer condition of agriculture in the States and Territories so wonderfully and rapidly settled during the past quarter of a century, and to the fact that, until recent years, the steady demand at remunerative prices for most of our ordinary staple crops rendered the farmers content to go on in the same lines without feeling the necessity of a wider diversification of their crops.

Our farmers need, next in order, the fullest and latest information in regard to the foreign demand for their surplus crops. In staple crops this country produces a surplus; it will probably continue to do so for a very long period to come. For the disposal of that surplus we must depend upon the foreign demand, and the price fixed for that surplus, even though it bear but a small proportion to the entire supply, will affect the price of the entire crop.

It is only by possessing the fullest and most reliable information in regard to the foreign supply and the foreign consumption of these products, that we can judge of the amount of surplus, which, under normal conditions, we can expect to dispose of in foreign markets at a profitable rate. We must, however, do more than this. Our interest in the foreign market must not be confined merely to the profitable disposal of the surplus of our staple crops.

I am satisfied that many articles could be produced in this country at a price and in quantities sufficient to supply part of the foreign demand for which we at present do not compete in any way. In many countries American agricultural products are comparatively unknown, notwithstanding the fact that a large proportion of the agricultural products therein consumed are imported and are such as could be profitably raised in this country.

ONE LINE OF WORK.

It has been my earnest effort to supply the farmers of the country with accurate and reliable information regarding the supply of the agricultural products of the country and the demands of the home and foreign markets. This line of work is, however, capable of great extension. An instance of this is furnished by the efforts now being made through a representative of this department in Europe to introduce American corn in all its various preparations as an article of human diet. These efforts are now being put forth with special energy, in view of the great shortage in European cereal crops, and especially in that which forms the principal part of the farinaceous foods of a great proportion of European populations, namely, rye.

No man can tell how great the demand would have been to-day for the products of our Indian corn, under the present conditions of cereal crops in Europe, had it been in the power of the department to employ for the purpose mentioned above, during the past two years, not one, but three or four active and capable agents, or had due advantage been taken of the exposition in Paris in 1889 to present the cause of "King Corn" to the people of Europe as it might and should have been presented.

Another instance of the need of work similar to the above is suggested by the comparative insignificance of our trade with tropical America in agricultural products. An employe of my own department, once a resident in Central America, stated not long ago, in my hearing, that every potato and every pound of butter he had consumed while in that country had been imported from Europe. That fact emphasizes strongly the opportunity which exists of building up a profitable trade for American agriculture in these countries, and the necessity of ample information as to their markets, the prices agricultural commodities command, whence supplies are obtained and in what form they must be offered to command a ready sale and the highest price.

My conclusion is that a diversification of our agricultural products sufficient to supply the home markets with every article which can be grown upon American soil is one of the pressing needs of American agriculture; and another is the supplying our farmers with the fullest information as to the demand existing in foreign countries for articles they are able to grow and as to the extent of the foreign demand, under normal conditions, for the surplus of our staple crops.

DANGER OF HIGH PRICES.

It is quite evident that the prices of those crops of which we now produce a surplus will vary according to the foreign demand. The importance of this will, I fear, be painfully realized should the probable high prices of our cereal crops this year, due to an utterly abnormal condition of European crops, result in a great extension of the acreage under cereals in this country another year, when a normal crop in foreign countries would result in such abasement of prices as would utterly wipe out the possibility of reasonable profit.

The present year has illustrated in a striking manner what may be accomplished in the enlargement of foreign markets for American farm products as the result of the meat inspection laws which have been put in force during the past few months. Our pork industry is unquestionably capable of very great development; but, without the freedom of foreign markets, any great extension of this industry must simply entail a depreciation in values, which will leave no profit to the producer.

There is no country in the world where live stock can be raised more economically than the United States; and, in common with all other countries in the world, we must depend largely upon live stock for the preservation of the fertility of our lands.

For years and years to come, however, the number of animals raised in this country will provide a meat surplus; and that meat surplus must be disposed of abroad. If we can command for it a steady and profitable market the price of all that is consumed at home will be maintained at a figure allowing reasonable profit to the producer.

As has been shown so strikingly in the results of our meat-inspection law, one of the conditions essential to our finding a foreign market for the surplus of our food products, especially meats and other animal products, is purity and wholesomeness. Our competition abroad is not confined to the natural competition of goods offered for sale from other countries, but, in part, grows out of local jealousies and antagonism, which seek every opportunity to create prejudice in the minds of consumers against American products. The only way for us to fight this spirit successfully is the giving to our American products a character and guarantee of absolute purity and healthfulness.

There is no doubt that, in the matter of our dairy products, a serious injury has been done to our export trade by reason of the frequent export of inferior goods, and even of goods containing foreign and sometimes deleterious substances. As it is, a large part of our foreign trade in dairy products has been taken from us, and has gone to swell that of other countries.

To recover our lost ground in this respect fully will be a matter of time and vigilance, but the prospects justify the effort. Even in the matter of form and size of package, we must learn what will best suit the foreign consumer. It is well understood that butter should, in all cases, be put up originally in the package in which it will be sold eventually, thus avoiding the necessity of rehandling. All these are little things, but it is by close attention to these little things that farming can alone be made profitable. We must in all things seek to cater to the tastes of consumers, whether at home or abroad, and it is of the first consequence that in foreign countries the name "American" should be synonymous with honesty and healthfulness.

Among other needs of American agriculture which I regard as urgent is a thorough and systematic inquiry into the soil, climatic and market conditions of all portions of our country, to the end that we may thoroughly understand to what special crops or particular line of agriculture each section is best adapted, and what products will, in each section, reward the farmer as being the most readily and profitably disposed of. We must understand what methods of cultivation are best adapted to the several localities, with a view to combining successful production with economy.

OTHER THINGS NECESSARY.

Other conditions urgently needed for the full fruition of my anticipations as to the future of American agriculture undoubtedly exist, many of which must necessarily depend somewhat upon the natural growth of the country, and the various changes, especially in regard to questions of labor and capital, which such a growth must inevitably bring about. For instance, relatively to the profits of agriculture, farm labor is far more costly than in many other industries. The remedy in this particular, however, cannot be forced, and must await, necessarily, the change in conditions which will attend the general progress of the country.

Somewhat analogous in its condition to this question of labor is that of capital. At present it is thought that of all industrial occupations agriculture offers the least inducement to the investment of capital. The principal remedy for this state of things we must necessarily look for in the general tendency of an abatement in the profits of speculation which time will bring about.

In course of time in this country, as in other and older countries, capital will be more and more disposed to seek security rather than a high rate of interest. As our population increases the amount of cultivatable lands necessarily remaining stationary, the ownership of land will naturally be more greatly desired.

As everybody now has come to understand fully, it will not be a great many years before all land available for agricultural purposes without special preparation involving a very considerable expense, will be in the hands of private owners. Just as soon as that period is reached, we may look for a considerable rise in the value of land throughout the country, this being accompanied, as I opine it will, by a restriction of the many opportunities which now exist for the employment of capital in various ways affording a comparatively high rate of interest.

The attention of capitalists will then be directed more and more to the possibilities of agriculture, which, though affording a comparitively low rate of interest on the money invested, will at the same time afford, in the ownership of land and its steadily increasing value, an element of security, as well as of ultimately increased value of the original investment.

These conditions will undoubtedly also be accompanied by many others in the natural development of the country, such as the extension to country districts of advantages and facilities now difficult to obtain outside of our towns and cities, which will remove many of the objections which now exist in the minds of many persons to residence in the country.

It is from such convictions as these that I am led to call the attention of our American youth to agriculture as one of the industries most worthy of their attention in considering their future career. I say unhesitatingly that the young men of our country who will bring to agriculture the education and intelligence, the industry and perservance essential to success in every career, whether mercantile, industrial or professional, will, in the course of the next twenty years, attain a far greater degree of material well-being on the average than awaits them in any other calling.

I believe that twenty years from now the now almost universal desire of youth resident in the country to abandon it for the city will be reversed, and that numbers of those brought up and trained in city life will look forward to life in the country as the most desirable, uniting the prospect of ample competence with independence, health and enjoyment.

DAILY WEATHER BULLETIN.

Local Forecasts.

For Indianapolis and Vicinity—For the twenty-four hours ending 10 P. M., Oct. 19, 1891—Cool; fair weather; nearly stationary temperature.

GENERAL CONDITIONS.

WASHINGTON, Oct. 18.—Forcast till 10 P. M. Monday:

For Indiana and Illinois—Fair Monday and Tuesday; stationary temperature, except cooler near Cairo; northerly winds.

For Ohio—Rain in east; light rain in west; slightly cooler, except stationary temperature on the lake; winds becoming northwest; fair Tuesday morning.

The clearing condition, increasing in magnitude, has moved from Colorado to Kansas, and dominates the weather in the Mississippi valley and westward. A storm of considerable energy has moved south to Alberta. Rain may be expected in the lower lake region; fair or clearing elsewhere.

Observations at Indianapolis.

INDIANAPOLIS, Oct. 18.

Time.	Bar.	Ther.	R. H.	Wind.	Weather.	Pre.
7 A. M.	30.06	51	93	S'west	Cloudy.	0.32
7 P. M.	30.08	48	79	N'west	Cloudy.	0.01

Maximum temperature, 59; minimum temperature, 48.

The following is a comparative statement of the temperature and precipitation on Oct. 18:

	Tem.	Pre.
Normal	53	0.10
Mean	54	0.33
Departure from normal	*1	*0.23
Excess or deficiency since Oct. 1...	−15	−0.70
Excess or deficiency since Jan. 1...	*236	−6.34

*Plus.

General Weather Conditions.

SUNDAY, Oct. 18, 8 P. M.

PRESSURE—The small storm area continued to move eastward slowly, only, with its center to Lake Ontario. Another low area is approaching in the extreme Northwest. The large high barometric area extending over the country is central, with 30.52, in Nebraska. Its movement is slowly southeastward.

TEMPERATURE—Forty degrees and less is reported from northern Minnesota and Lake Superior northward; 50° and above from British Columbia, Montana, Nebraska, Missouri, central Illinois, Kentucky, the lower lakes and New York southward; 60° and above from Indian Territory, Arkansas, Mississippi, Alabama and South Carolina southward.

PRECIPITATION—Local rains fell in the lake regions and the Ohio valley.

Americans Not Dwarfs.

Boston Journal.

A good story is told of Phillips Brooks, Dr. McVicker, of Philadelphia, and Mr. Robinson, the builder, of Boston, attending a lecture in Leeds on America. Unhappily, the lecturer stated all Americans were, as a rule, short of stature, and if there were any in the audience he would be pleased to have the opportunity of demonstrating the statement. Phillips Brooks rose to his feet, and said: "I am an American, and, as you see, about six feet in height, and sincerely hope that if there is any other representative of my country here he will rise."

After a moment's interval Mr. Robinson rose and said: "I am from America, in which country my height, six feet two is not a subject of remark. If there be any other American here I hope that he will rise. The house was in a jolly humor. Waiting until the excitement could abate in some degree, and the lecturer regain control of his shattered nerves, Dr. McVicker slowly drew his form to its full height of six feet four and exclaimed: "I am an ——" But he got no further. The audience roared and the lecturer said no more on that subject.

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S. D. PRAY, Secretary.

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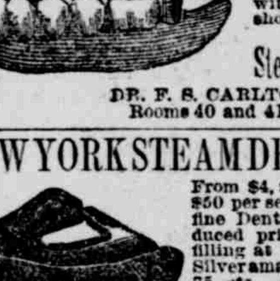
For FULL DENTURES.



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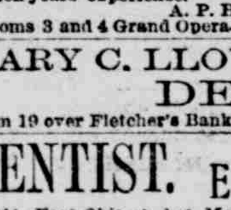

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Fifteen years' experience.
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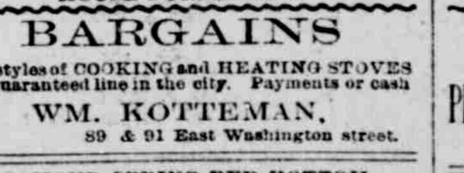

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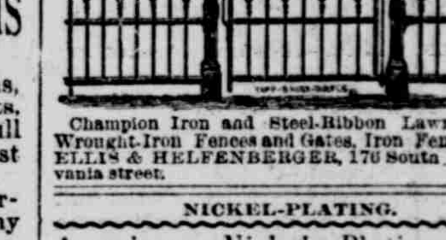

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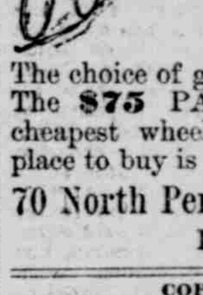

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