TIMES-DEMOCRAT.

Vol. 13. No. 20. DODGE CITY, KANSAS, SEPT, 6, 1888. $1 Per Year.

SCHOOL BOOKS, PAPERS, PENCILS,

—AND—

FINE WALL PAPER

ARE ALL CHEAP AT THE

CITY DRUG STORE.

GREAT

MORTGAGE

—SALE.—

$25,000. WORTH OF

HARDWARE

Consisting of Everything generally kept in a First-class Hardware Store. Also an immense line of

FARMING IMPLEMENTS,

Wagons, Buggies, Pumps, Windmills, Etc.

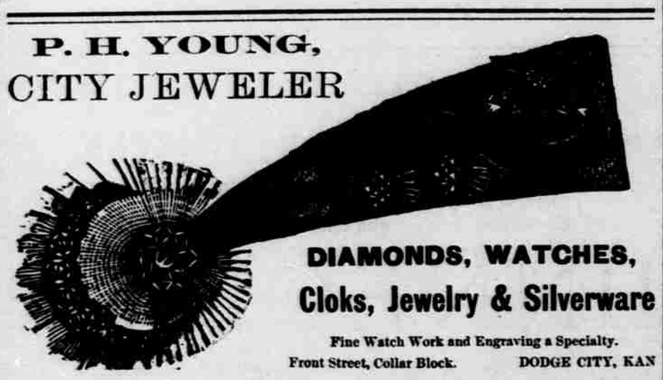
Also a full line of Plumber's Fixtures.

These goods will be sold AT COST in lots to suit purchasers, for CASH ONLY, at Langton's old stand, Dodge City, Kas.

Call early and secure bargains, before it is to late.

GEORGE B. COX,
S. GALLAND,
W. G. SHERLOCK,
Mortgagees in Possession.

P. H. YOUNG,
CITY JEWELER



DIAMONDS, WATCHES,
Cloks, Jewelry & Silverware

Fine Watch Work and Engraving a Specialty.
Front Street, Collar Block. DODGE CITY, KAN

MAC. S. TODD. W. T. WATSON.

TODD & WATSON,

ABSTRACTERS OF TITLE.

(Successors to JERNIGAN & LEE.)

PROPRIETORS OF THE ONLY COMPLETE

Set of Abstract Books in Ford County.

First National Bank Building. DODGE CITY, KANSAS.

A. T. & S. F. Ry.

CENTRAL TIME.

EAST BOUND TRAINS.

No. 8.	Local Pas.,	Ar. 3:35 p. m.	Lv. 3:40 p. m.
No. 2.	Atlantic Ex.	Ar. 2:40 a. m.	Lv. 2:50 a. m.
No. 6.	Eastern Ex.	Ar. 3:40 a. m.	Lv. 3:50 a. m.
No. 4.	Dodge City Plug,	Leaves 11:45 p. m.	

WEST BOUND TRAINS.

No. 7.	Colorado Ex.	Ar. 1:40 p. m.	Lv. 1:45 p. m
No. 5.	Denver Ex.	Ar. 12:30 a. m.	Lv. 12:35 a. m
No 1.	California Ex	Ar. 1:55 a. m.	Lv. 2:00 p. m
No. 3.	Dodge City Plug,	arrives 1:35 a. m.	

FRED GARDNER, Agent.

C. K. & N. R. R.

(St. Joseph & Iowa R. R. Lessee.)

"ROCK ISLAND ROUTE."

DODGE CITY TIME CARD.

TRAINS DEPART.

Mail and Express,	No. 22, Daily,	4:00 A. M
Express, -	No. 28, Daily,	4:15 P. M
Freight Accom'odat'n	No. 70, Daily,	8:30 A. M

TRAINS ARRIVE.

Mail and Express,	No. 21, Daily,	12:35 A. M
Express, -	No. 27, Daily,	11:30 A. M
Freight Accom'odat'n	No. 69, Daily,	7:15 P. M

J. H. PHILLIPS, Agent.

CHURCH DIRECTORY.

METHODIST EPISCOPAL CHURCH.

The regular weekly services are as follows:
1. Sunday School at ..... 9 45 a. m
2. Preaching Sunday at ..... 11 00 a. m
3. General Class Meeting at ..... 7 30 p. m
4. Preaching Sunday at ..... 8 30 p. m
5. Young Folk's Prayer Meeting Tuesday ..... 8 30 p. m
6. General Prayer Meeting Thurs. 8 30 p. m

BAPTIST CHURCH.

Services every Sunday at 11 a. m. and 7:30 p. m
Sunday School at 9:45 a. m.
Prayer Meeting Wednesday evening at 7:30.

PRESBYTERIAN CHURCH.

Services every Sunday 11 a. m. and 7:30 p. m
Sunday School at 9:00 o'clock a. m.
Prayer meeting Tuesday evening 7:30.

CATHOLIC CHURCH.

Regular services at the church on the First and Third Sunday of each month at 8 and 10:30 a. m

CHRISTIAN CHURCH.

Services in the Union Church the Second and Fourth Sunday in each month at 11:00 a. m and 8:00 p. m.
Prayer meeting every Wednesday at 8:00 p. m
Sunday School every Sunday at 10:00 a. m.

PROTESTANT EPISCOPAL CHURCH.

Services every Sunday at 11 a. m. and 7:30 p. m

Railroads for Dodge City.

Now that another railroad has been completed into Dodge City, it is well for us to look around us. It is doubtless true that, looked at in the very brightest light, western Kansas has suffered much this season. But now we should, avoiding all hair-brained advisers, look the whole situation squarely in the face. The causes of our failures should be determined and in the future, if possible, be avoided. But however rosy or glowing our view of the future is, it is evident that others are expecting great things from the country in which we have made our homes. Railroad men are confident that there is a great future for us. However hair-brained or otherwise we may consider the opinions of some men, we have no right to set aside the judgement of those who are willing to invest millions in the development of our state. Railroads are built to carry goods and produce to market. If there is nothing in a country to carry and no prospect of anything in the future, men will steadily refuse to build roads to it. Now the fact is, railroad men, eager for territory in which to find traffic, are pushing their lines through our county. Why? Because they are confident that there is to be something in this country to furnish business for them. They are shrewd, careful, keen, perhaps the ablest business men, as a class, to be found in any land. They will not throw away time, energy and money for nothing. When they invest it behoves us to pay attention. We are not now speaking about paper railroads. Paper railroads, like paper baloons. are made for one purpose only—to go up. These are made to go down—down with maul and spike, and that to stay.

Perhaps a thorough understanding of the present activity in railroad building will be had by taking a retrospective view. It has been an open secret for some years that for a long time there was a compact between the great Santa Fe system and the system of the east, which greatly retarded the development of this country, while it enriched the only railroad system it posessed. The compact named was to the effect that if the Santa Fe would not cross the Missouri river east, the eastern systems should not cross the same river west. For many years this agreement, unnatural and unjust as it was, was faithfully kept. Suddenly however, one of the parties leaped the gulf and was in the other's territory. Rogues had fallen out, and—well, we were to get our dues. Men began to put into execution gigantic schemes of railroad building. The Santa Fe struck out for Chicago and got there. The others struck out for our coveted territory, and are getting here as fast as shovel and pick and shrewd care can bring them.

It is known that the eastern roads are comprised, in four great systems, each having about equal ability. They are the C. B. & Q., or more familiarly the "Q;" the C. R. I. & P., "Rock Island;" the Northwestern, and the Chicago, Minneapolis and St. Paul. Every where these roads are pushing out for new territory, crossing and recrossing at every point. Just as they have already gridironed the east, so they want to do for the great southwest—for us. They all want to get here, and that by the shortest cuts. Their several managements will not rest their indomitable energies until they have given us just what we want—more railroads.

But we should look at what we have already, before welcoming what we are sure to have in the future.

The new chapter in the progress of Ford and adjoining counties was opened when, last fall, after weeks of eager toil, the C. K. & N. R. R. (Rock Island) was completed into the city, and Dodge City had what she never had before, railroad competition. It was continued, when at the end of the same track, ground was broken this spring for the construction of the D. C. M. & T. R. R., just completed to Montezuma, which place will remain its terminus until certain counties west shall have voted bonds favoring its continuation. Again new interest was added to our prospects, when a party of our coolest business men started overland totraverse a proposed north and south route, having Omaha, Dodge City, Trinidad and the Gulf as its objective points. This examination has proved so satisfactory that a company has been formed in Omaha and Dodge City, with a capital of $7,000,000, looking toward its construction and equipment. Of this amount $1,500,000 was subscribed by Omaha capitalists, in half an hour. A New York construction company has desired to build the line entire, but their offer has been rejected. A profile of the road has been made and a prospectus has been printed. Already bids have been received from all four of the systems named above, save the C. R. I. & P., for its control when finished. It is, however, thought desirable by Omaha and Dodge City capitalists to run it as an independent system. These indications are encouraging. But, perhaps fully as encouraging is the enthusiasm of the people living along the proposed line. Their intelligent zeal is now rewarded by the assurance that work on this road will, without doubt, begin within 60 days.

But just a word about the real value of this road when completed. It will be noticed that there is no direct north and south line running through Kansas. No northern connection can be had without first going to Kansas City. This line will give us a direct outlet to the north. This road intersects, as a matter of course all the great east and west roads between the gulf and Omaha, and furnishes thereby unequaled railway connections.

It makes the distance to Chicago, from the great cattle fields, shorter by thirty miles, than by any other route. In addition to all this, it is stated in the prospectus, named above, the D. C. M. & T. road, tapping the great Trinidad coal fields, will become a part of this system, and will make an immense coal carrying trade for the territory north and south of us.

Dodge City will be otherwise benefitted by this road, by being made a freight, passenger and mail division. The principal offices will be located here. The line will enter the city on the east side.

As was stated above, the newly constructed D. C. M. & T. road will not, contrary to expectation, enter the Rock Island system, but will eventually be made part of the north and south road. This opens another chapter in our railroad interests. The Rock Island road will, doubtless, extend their line on the south side of the Arkansas river, over one of the lines already surveyed. It will doubtless touch Garden City, and, crossing the river there, will continue to Denver, or remaining this side will strike Pueblo. It was only last week that Rock Island officials passed over the line already surveyed. Dodge City has been made freight passenger and mail division of this road.

It is proper to add that the Wichita, Pratt and Western road is completed to within the county and will eventually be completed to this city, to continue thence west. The Missouri Pacific has also completed a line to Iuka. It will likewise enter this city; indeed the Missouri Pacific maps show this line completed into the city.

It is well understood that the "booming" days are over. The time has come when this country must depend upon real merit for development. The business men of Dodge City realize this, even more fully than they have in the pass. Dodge City is destined to become the railroad center of western Kansas.

The above recital is not made with a view of unnaturally boasting Dodge City into prominence, but is the calm, truthful statement of facts as we believe them to be true. It is certain that if we keep cool, and work faithfully, honestly and hard, ours will be the victory over disappointment, hardships and obstacles.

A Card of Thanks.

The members of Fred Gardner Lodge, No. 254, of Dodge City, Kansas, desire to extend their sincere thanks to the citizens of Dodge City for their sympathy and kind services to our late brother, Brother Thomas McLain, and especially to Mr. and Mrs. Gerrard for their fatherly and motherly care, and to Division Superintendent H. R. Nickerson for a special car and passes for the use of the Brotherhood of Railroad Brakemen from Dodge City to Newton to attend the funeral.

C. PETTY, Master.

Among the Railroad Boys.

Billy Moore, yard switchman on the Santa Fe is sick in Burlington. We are pleased to say that the Brotherhood of Switchmen are helping him in his many set backs. Mrs. Moore, we are glad to record, is well and around.

They are doing some lively work in the yards on the Santa Fe, under the management of yard master Hayes, and his efficient crew. No. 31 was put through the city, including all the changes necessary at this point, in ten minutes.

Aside from switchman Moore's illness there is not a case of sickness or serious injury among the numerous railroad "crews" stationed here.

We are pleased to report that Mr. Jackson, formerly switch foreman in the Santa Fe yards, has been promoted to night yardmaster.

We congratulate B. F. Hayes on his promotion to the position of day yardmaster on the Santa Fe. This valuable man came here a year ago from Denver, where he was employed on the Denver & Santa Fe. Up until now he has occupied the position of night yardmaster.

Engine No. 63 is in the shop receiving repairs.

Wm. Boyd, formerly oiler in the yards, in now at work in the round house.

Engine No. 524 is under going repairs.

We noticed that several "cabooses" on the Santa Fe are draped in memory of Tom McLain, the railroad man whose demise we noticed last week.

Two of our round-house men took advantage of the expiration of the game law and went gunning the first of the week. They were successful, but when they looked for their team they found that one of the horses had broken loose. They had to drag their vehicle and game back nine miles where they found that some one had captured their straying. Catch a jack rabbit and hook him in the next time, boys.

Progressive Euchre Party.

Having secured an invitation to attend a progressive euchre party, to be held at the residence of the Hon. G. M. Hoover, on the evening of August 20th, and being particularly fond of the amusement, we thought we would avail ourselves of the opportunity. We arranged our toilet in the best possible shape and started forth for the festivity, arriving in front of the dwelling which is situated on Military Avenue, our eyes was dazzled with the granduer. The beautiful foaliage of the trees, interspersed with the lights from a hundred Chinese lanterns, and a head light casting its brilliant rays upon a beautiful flowing fountain, with its crystal sprays; all of which made a magnificent scene to behold. Upon entering the dwelling we found a very elaborate display. We were ushered into the drawing room, where we found quite a number of our old acquaintances. After our hat was properly stowed away, we were most cordially invited into the parlor and introduced to a large circle of ladies and gentlemen. We were soon charmed by the melodious sound of a piano, and upon inquiry whom it was dispensing such marvelons musis, we were informed that it was Mrs. A. J. Anthony.

Promptly at 9 o'clock, forty ladies and gentlemen, including myself, were seated around ten tables, which had been previously arranged to accommodate the euchre players. All commenced, some with a nervous hope and others with a great deal of faith of being champion of the evening. The first sound of the bell at the royal table was a signal that the first game was ended, and thus the time speedly passed the bell tingling often until the clock struck eleven, when the wonderful excitement closed. After an examination of the tables we found that Mrs. M. Collar had won the ladies prize and there was a tie between Roy Drake and Ed. Boyer for the gentleman's prize. In a final contest between these two gentleman Mr. Ed. Boyer won. Supper was then announced. We were escorted to the dining room, and there met our gaze another surprise: a table with the capacity of seating at least fifty persons, covered with fruits, flowers, nuts and cakes of every variety. I must say the display of flowers was the grandest that has ever met our observation outside of a floral hall. The festive chicken and delicious ham made us forget all our past troubles; we casually remarked to a friend that this reminded us of a wedding feast, and he replied by saying, "this is the twelveth marriage anniversary of Geo. M. Hoover and Mrs. Maggie Hoover, his wife. We then began to realize why it was that Mr. and Mrs. Hoover looked so happy. Twelve long and blissful years they had lived in peace and happiness. We hope they may live to multiply the past by twelve, and have and anniversary each year and not forget to extend an invitation to their humble servant.

T. J. T.

Now that a third railroad has been completed into Dodge City, it will be well for Ford and adjoining counties to look about them. It must be admitted that we have met with some serious discouragements. They should cause us all to think soberly.

TO THE LADIES OF DODGE CITY.

I will sell my stock of buttons, pleated braids, linen lace for underwear and such goods as go in the dry goods line at cost in order to devote my attention to the millinery and dress making business.

Madam Foy's corsets,	worth	1.25 for	1.00
Dr. Shillings' abdominal	"	2.00 "	1.50
Warner's Caraline	"	2.00 "	1.50
Favorite - - -	"	1.25 "	90
Premium 500 bones,	"	1.75 "	1.35
Downs' pat self-adjusting	"	1.25 "	1.00
Jersey Felting, - -	"	1.25 "	90
Dr. Hall's Health Corset	"	1.30 "	1 00
Warner's Nursing Corset	"	1.50 "	1.15

Also a nice line of white dress goods and embroideries.

MRS. IDA BEADLE.

What a Leading Republican of Ford County Says.

OFFICE OF CLERK OF THE COURTS.

There will, probably never be a time, that familiarity with the duties of the office of clerk of the courts is as much needed, and indeed absolutely necessary, as the coming term. On general principles when a county is virtually organizing and shaping all its political surveys and local characteristics, familiarity in all the offices should be first above all other things counted.

Mistakes in the begining often are marks continued all through the county's record, for years. We are not an advocate of a life time term in office, nor of good behavior, as in the days of our fathers. But we are much in favor of the "fitness of things."

The present official in the clerk's office, has shown his ability and has become so familiar with the rapidly accumulating business and voluminous clerical work arising from the courts, that the strongest argument that can possibly be used at this time in his favor, additional to the satisfactory manner in which he has filled the position, is familarity with all the records. In a year or two all the curriculum of an office of the kind will be complete, and one then coming into the office nced not the necessary labor, and anxiety. There are other things to look at. When a man proves himself well qualified, and after his term of office expires, the incumbent should merit the position based upon many circumstances. Men in this country who are heads of families, and whose interests are identified with the public good in every avenue, should be favored unless his opponent should be placed under similar circumstances and conditions. If a man seeks an office at the hands of the voters in this country, at this time, there is a material difference in favor of the head of a family, and one who has only come apparently with the view to use his rights in accumulating land, and selling the same when proven up, and then leaving for some other section of country.

This may not be the case, in the instance refered to. The present democratic nominee is a man of strict integrity, and a man with a family to support. He asks for the position as a matter of support based upon the ability to fill the office. now even better than before on account of familiarity. He askes without any hesitency upon the ground of long citizenship, and the many acts in behalf of the county's organization.

Therefore there is not a plausible reason that Mr. Lahey should not be retained the coming term in the office he has so honorably filled, and now asks for it again. "CITIZEN."

A Gigantic Lumber Trust.

MINNEAPOLIS, Minn., Aug. 13.—The details of one of the most gigantic trusts ever devised have just come to the surface in this city. It is a combination of all the principal lumber interests of Minnesota and those of Wisconsin. "Red" Weyerhauser, the rich lumber man, who has already secured control of all the pine lands tributary to the Chippewa and Menominee rivers in Wisconsin, is at the head of the deal. A short time ago he bought up the controlling interests of all the big lumber firms and pine land owners in northern Wisconsin and now has absolute control of the lumber business in that section. He is at the head of the Mississippi Logging company, whose headquarters is at Eau Claire. Wisconsin. The company now is said to control about $60,000,000, invested in lumber and pine lands and is backed by heavy capitalists of Berlin. The company now owns about 9,000,000,000 feet of stumpage in Wisconsin, and, it is understood, has nearly as much more contracted for in Minnesota. Options have been secured on a large amount of Minnesota lands, and agents of the syndicate are scouring the country now for all there is. It is known that T B. Walker, the largest pine owner in Minnesota has given an option on all the stumpage he owns.

MUSIC SCHOOL.

Vocal and Instrumental Music, Piano, Guitar and Organ, voice Culture, Thorough Bass and Harmony.

The second quarter of Mrs. Van Vleit's music school opens in September. Pupils received at any time. Thorough training in the above branches. Recital quarterly; next will probably be held Sept. 14th at the music rooms.

Piano and Guitar, terms of tuition, of 12 weeks, 2 lessons per week, $12.00. One hour lessons.

Voice culture, 2 40 minute lessons per week, $12.00.

Mrs. Wm. L. Patten, teacher piano and guitar. Mrs. C. T. Van Vleit, teacher piano, organ, voice culture, thorough base and harmony.

Orders taken for tuning pianos, for sheet music and all musical merchandise. Guitar strings constantly on hand.

The democratic party in Ford county is gaining in strength every day. This is because our people are intelligent and because they read. It is also because they are honest and fair minded, desiring the welfare of their neighbors as well as their own.

Resolutions of Condolence.

FRED GARDNER LODGE, No. 250, Dodge City, Kan., Aug. 25, '88.

WHEREAS, It has pleased the Grand Master of the Universe to call from his earthly labors our beloved brother Thomas McLain, who during his service on the A. T. & S. F. R. R., had by his gentlemanly and kindly demeanor, his charitable disposition and his efforts to help his fellow employers endeared himself to all, and

RESOLVED, That on the death of our beloved brother, Thomas McLain's parents loses a loving son, the railroad a reliable and trustworthy brakeman, the state a true and loyal citizen, and be it further

RESOLVED, That Fred Gardner Lodge 254 Brotherhood of Railroad Brakemen suffer the irreparable loss of an earnest, faithful member.

RESOLVED, That we hereby tender our sincere and heartfelt sympathy to the bereaved mother and father and to the relatives of our deceased brother.

RESOLVED, That a copy of this preamble and resolutions be given the parents of our deceased brother Thomas McLain, and a copy be sent to the Dodge City papers for publication, and a copy spread on the minutes of this meeting.

HARRY NORVELL,
FRANK M. POPE,
FRANK P. GADD, } Com.

NOTICE.—I am in receipt of a circular from S. T. Walker, superintendent of the Kansas institution for the education of the deaf and dumb, situated at Olathe, in which he says considerable difficulty is experienced in reaching all the deaf children of the state and conveying to their parents a correct understanding of the operations of the school. The state free education to all deaf children. If any who read this nottce will give the names and address of any deaf children between the ages of eight and twenty years, you will confer on them great favors. Send the name and address plainly written to the superintendent as above, or to me at Dodge City and will forward them. G. LOWTHER.

ATCHISON, TOPEKA & SANTA FE RY. For the meeting of the Sovereign Grand Lodge I. O. O. F. held at Los Angelos, California, Sept. 17th to 21st, we will sell round trip tickets at rate of $60. On sale August 16th to September 14th. Good going until Sept. 18th with final limit of sixty days. To return via San Francisco and Salt Lake, Utah, will be $4.00 higher than above. For further information apply at this ticket office.

FRED GARDNER, Agent.

A THROUGH SLEEPER TO CHICAGO. Every afternoon at 3:55 o'clock, upon arrival of trains from the west, a magnificent Pullman sleeping car leaves Topeka for Chicago via the GREAT ROCK ISLAND ROUTE, making close connections with the famous "limited flyer" running trough without change, arriving at Chicago the following morning. This is certainly the quickest and most convenient means of transportation between points in Kansas and the city of Chicago.

For accommodations in this car, please notify your local agent, and he will be glad to make such reservations as you may require by telegraph. tf

Statement of Condition of Ford County, Kansas, on June 30th 1888.

For what Purpose Debt was created	Amt. each series.	Date of Issue.	When matures.
Refunding Current Expense Bonds	$ 15,000 00.	October 18, 1881.	January 1, 1911
Refunding Current Expense Bonds	7,00 00.	August 12, 1882.	January 1, 1911
Court House and Jail Addition Bonds	15,000 00.	January 1, 1885.	January 1, 1905
Refunding Bonds	30,000 00.	May 15, 1886.	May 15, 1901
A. K. & C. Railroad aid Bonds	100,000 00.	January 8, 1886.	January 1, 1908
Refunding Bonds	90,000 00.	Recent issue.	
Total Bonded Indebtedness	$ 186,000 00.		
Sinking Fund	$ 8,403 08		
Amount Outstanding Warrants	14,269 58		
Amount expended for county purposes for year ending June 30, 1888	85,681 94		
Total amount taxable property, last Assessment	2,735,520 00		

VESTIBULE TRAINS TO CHICAGO

The vestibule trains is a new factor in western railroad transportation. It is claimed for these trains that on account of their being connected by steel hoods all danger of telescoping in case of accident is removed, the train being practically one long car. It is certain that the oscillation of the cars is greatly reduced, and it is also certain that the vestibule trains afford the greatest comfort yet known to travelers. The adoption of this style of train by the Chicago, Santa Fe & California railway between Kansas City and Chicago is a strong bid for the passenger traffic between the West and Chicago. This new road is in many particulars ahead of any of its older competitors, and will undoubtedly be the popular road to Chicago.