THE DENISON REVIEW

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THE EDITORIAL COLUMN.

MEMORIAL DAY

We print elsewhere in the paper the now famous "Order No. II" issued by General John A. Logan May 5, 1868 in which he calls on the various Grand Army Posts and the patriotic people of the nation to observe May 30, a memorial of the men who fell for the union cause in the great Civil war. After a reading of it, there remains little to be said as to the duty to observe the day. He made the road patriotic and a grateful nation has responded, and it will be many years before the day will not be remembered with thankfulness to the men who suffered and died in the great struggle for liberty's because. All honor to the great Logan, who was ready to give his life to save the union in 1861, and whose brain conceived the setting apart of a day of memorial for his comrades on each 30th of May from 1868 onward.

We cannot urge too strongly upon our readers too observe the day. We owe a profound debt of gratitude to the men and women of the days of 1861-65. Because of their sacrifices the nation had a new birth of prosperity and happiness which words are inadequate to tell. A nation half free with practically no well defined bondary lines would have been intolerable. The immoralities of human slavery would have effected the free North, dragging it down, the prestige of the great republic would have been broken, it would have been demonstrated that a self governing republic was a failure, the two sections would have been the prey of designing European nations, and hate, distrust and jealousy been the prevailing feeling between the North and South. It was because of the willingness of the union men to suffer and die that we have now a united nation, that the United States occupies its enviable position of to-day. Then may it never be said that the country ceases to be grateful to the union's defender in the Civil War.

DEATH OF MAJOR CONGER

Major Conger was one of Iowa's great men; but in the first place he was a lovable man. Unfailing courtesy and kindliness of speech and action were with him a matter; of instinct; and from the beginning of his active life he won both friends and confidence. He was only nineteen when he entered the army and only twenty-two when he came out of it with the rank of major. In the Atlanta campaign he was captain in General Benjamin Harrison's brigade, and the good opinion which he then won from his commander was one of the occasions for his transfer in later years from congress too the diplomatic service. His old comrades in arms were always his enthusiastic supporters, and he never asked from the people an office that he did not get. With their good-will and his evident fitness, promotion came to him rapidly. He was treasurer of state at thirty-seven, and was elected to congress at forty-one.

He went to Brazil at forty-seven, and was fifty-seven when his courage and skill contributed so much toward holding the fort in the awful siege of the legations at Pekin. He retired at sixty-two, whence there ought to have been before him many years of usefulness.

His great service was in China. He was sent there at a time when matters were becoming ticklish and when it was felt that the United States must have there one of its strongest diplomats. But matters there became incomparably worse than anyone could possibly have anticipated; for a time it was supposed that he and all the rest of his legation and of the other legations had been butchered by the Chinese rebels--encouraged by the Chinese government—; but their own resolution, the incompetence of their assailants, and the promptness of the Americans, British and Japanese in marching to their rescue brought them through safely. In the reorganization of things in China which followed there was a field for action for the best diplomatic skill of this and all other nations; but the then recent successes of the United States in the Spanish war, the traditional friendship of this country for China, and his own preeminent good-nature and firmness enabled him to win for himself the first place among the diplomats who were helping China to reestablish itself upon a basis that would permit of the gradual absorption by the country of western civilizataion. In this work Major Conger was in the largest possible sense the benefactor of his own country, of China and of the world.

Major Conger was a great and good man. Men admired him at a distance and loved him upon close acquaintance. In his home, in public place, in every relation he was eminently true to his every obligation. It is given to few men to be mourned as he will be. —Nevada Representative.

CAUSE AND EFFECT OF WHEAT ADVANCE.

Referring to the recent advance in wheat a Chicago dispatch says that leading brokers and business men of Chicago are agreed that dollar wheat will be a good thing for the country. If they are it illustrates again how easily the average "practical business man" goes astray on the fundamental principle which governs the actual production of wealth. The price of wheat has advanced because weather conditions are unfavorable to an abundant yield this season. The farmers will plant and sow and harvest, making the outlay of labor, but nature instead of giving fifteen bushels to the acre will only give ten or twelve; and there are good business men, who think this failure of nature's bounty is fully offset by a rise in price! The wholesale price of flour advanced 70 cents per barrel last week and is up more than $1 from the beginning of the rise. Is it nothing to have the cost of a staple article of food thus increased? The real value of the wheat crop is not in the amount of money it brings but in the amount of sustenance it affords to the millions dependent upon it. A short wheat crop cannot be disguised as anything but a calamity to the world. Considered industrially it is a misfortune to have the crop fall below the average. Even though the farmer should be fully reimbursed by the higher price, the average consumer will feel it and have less to spend upon other things. The injury may be passed on from one to another but lands at last on some one who cannot shift it, and that some one is perhaps the least of all able to stand it. More will be heard during the coming year about the cost of living in the cities. The high price of flour will not conduce to industrial peace or social contentment or political health.—Fort Dodge Messenger.

REDUCED RATES ON STOCK.

Members of the Corn Belt Meat Producers association are congratulating themselves over the changes made in Iowa railway rates on horses, mules cattle and sheep as the result of their complaint to the Iowa railroad commission. The commission carefully went over the rates and promulgated a new schedule which went into effect on April 5, 1907. Compared with the old rates the new tariff will save to cattle shippers on a 24,000 pound car 26 cents on 25 miles; $1.63 on 50 miles; 3.15 on 100 miles; $5.08 on 150 miles; $7.03 on 300 miles; $9.33 on 250, and $11.66 on 300 miles. The fact that the rates were not right has been known to shippers for a long time but they have not been able to make a complaint to the commission that would command attention until the organization of the asociation, which is making its influence felt in a number of directions.'' —Sac Sun.

NEIGHBORLINESS.

There is no one thing on earth, outside of the consciousness of having done right, that tends as much to the enjoyment of life as the appreciation and enjoyment of our neighbors. This is worth more than all the satisfaction derived from having outdone your neighbor, or having catered to that little jealousy which looks for the attention of the world, and is gratified by indulging in the possession of better things than the neighbor, merely for the purpose of being thought of more account by the public, which guages men and women by their ability to pay, but pays very little attention to their true worth as men and women. In a community where the soul is thought more of than the worldly possessions of that soul is the place where the practice of neighborliness is a cardinal virtue and the greed for the "almighty" dollar is held in abeyance, and this is the kind of community in which the cream rises on the milk of human kindness and its grateful influence lightens the load. Be neighborly, it will pay big dividends. —Ute Independent.

ROOSEVELT'S SUCCESSOR.

While Taft will inherit in large measure Roosevelt's popularity, being Roosevelt's choice, on the other hand he will also inherit Roosevelt's enemies, and they are legion. The northern negro vote, the trades unions, the corporations, men of the Foraker type and the democratic party. Roosevelt himself, might sweep the country but there is room to doubt that he can transfer his popularity in full measure to any man. If one will place his ear close to the ground he will find a large numbor of republicans who disapprove of Roosevelt's disposition to dictate his successor. It strikes them as being the methods of a czar. And yet if the Rooseveltan policies are to be a perpetuated, and if they should be, the president cannot be rightfully blamed for using his power in an effort to perpetuate. —Coon Rapids Enterprise.

KEEP CLEAN ALL THE TIME.

We have noticed in some of our exchanges where a day has been set by the mayor, in different towns, as a "street cleaning day," when the business men generally turn out and rake and clean up the street in front of their place of business. Something of this kind would make a decided improvement in the looks of the streets, but we don't think it is necessary to set any special day. Let each business man consider himself responsible for the appearance of the street in front of his store and he will see to it that it is cleaned up just as much as his front door yard at home. A little work just now will make a good showing in the looks of our business streets and alleys.—The Churdan Reporter.

WHAT TAFT IS DOING.

Is there any reason why the republicans of Iowa should not get together in the support of Secretary Taft for president? The secretary is not giving any attention to his campaign. Some friends are doing the work for him. He is going to the Philippine Islands to open a new native legislature. In all other respects he is plodding along as usual. He is doing what any American citizen ought to do who is talked of for president. He is letting the people think it over.—Des Moines Capital.

TRUE REFORMER.

After roaring around like a mad bull with a bumble bee in his ear for some months over the pass deal, the great state of Iowa attempted to hold the Railroads up for free transportation for a lot of convicts and state wards that were to be changed from one place to another. The roads would not stand for it and if they had some one should have entered a complaint and had the whole caboodle arrested and fined. The state is able to pay its way, and if restrictive laws are necessary to restrain the people, the state can't afford to be the first to break over them. Some one else wanted to get a record as a "reformer" or a "retrencher."—Britt Tribune.

FRUIT EATING ON THE CARS.

Attention is sometimes called to the practice of allowing children, while traveling on trains, to eat fruit, candy and ordinary food, without even requiring them to wash their hands. The average car seat is a harbor for disease germs. Persons affected with disease are almost daily occupants of the seats. Expectoration upon the floors and against the seats and sides of the coaches is offensively conspicuous to all travelers in the ordinary coaches almost every day. Children's propensity for dropping eatables is enhanced by the jostling motion of the train; and they are frequently observed picking up fallen eatables without regard to filth conditions. They frequently, too, transfer their fingers from the seats to their mouths and vice versa. —Inter-County Journal.

The Milwaukee road has plead guilty to giving rebates, paid a fine of $20,000 and promises to be good in the future. One can hardly realize what a change in business conditions would be brought about should the rebate be effectually stopped. It is the rebate, more than any one other thing which has tended to concentrate business in a few cities and among a few powerful companies. With all shippers on an even basis small factories will be encouraged all over the country. It will have the same effect on local industries that the protective tariff has on our manufactures as a whole. We place no credence in the plea of the attorney that the rebates were made by minor officials, without the knowledge and consent of the management. Minor officials are not anxious to break the law unless they know that it is the policy of the road to get business at any price. However late the awakening of the Milwaukee's conscience, we welcome it however and hope that it will remain in active operation.

Stephenson of Wisconsin has been selected as the successor to Senator Spooner. We are glad of it. Stephenson, through a rich man is a supporter of Senator La Follette and the two ought to be great powers for good in the Senate.

The White Star line has just completed the largest passenger steamer afloat. It is 725 feet long, has a gross tonnage of 25,000 tons and can carry the entire population of Denison without any particular crowding.

Pierce the oil magnate has been taken to Texas to answer to a charge of perjury. Pierce better look out, the Texans sent a man to the United States. Senate once for the same offense.

CONSOLIDATED RAILROAD TIME TABLE

Giving Time of Arrival of all Passenger Trains Stopping at all Stations in Crawford County.

C. & N. W. R. R. Main Line

Going East							No. of Train	Going West							
8	2	6	22	4	12	30		11	7	1	21	3	15	29	5
p.m.	p.m.	p.m.	p.m	p.m.	a.m.	a.m.	STATIONS	a m	a.m.	a m	a m	p.m.	p.m.	p m	a m
			7 20	3 07		9 46	West Side				6 45			1 58	8 37
			7 08	2 55		9 35	Vail				6 57			2 10	8 47
11 48	10 33	7 50	6 52	2 40	10 06	9 20	DENISON	5 24	10 12	6 56	7 14	1 04		2 35	9 02
			6 38	2 20		9 06	Arion				7 30		12 12	2 50	9 14
			6 33	2 10		9 02	Dow City				7 35			2 55	9 19
		c7 24	6 17	1 50	c9 39	8 46	Dunlap		10 38		7 51			3 10	9 32

No. 47 Way Freight Going West 10:50 a. m. No. 46 Way Freight Going East 12:15 p. m.
C Stop on Signal for Chicago passengers.

C. &. N. W. R. R. Denison & Wall Lake Line.

Going East			Going West			
No of Train	50	56	No. of Train...	51	57
	a. m.	p m		a m	p m
Ute.....ar	11 57	4 30	Wall Lake..Lv	8 10	2 00
Berne... . "	12 05	4 50	Herring..... "	8 19	2 25
Ricketts... "	12 16	5 10	Boyer ..... "	8 29	3 15
Schleswig. "	12 35	6 10	Kiron ..... "	8 43	3 50
Kiron..... "	12 48	6 40	Schleswig... "	8 56	4 25
Boyer.. .. "	1 03	7 07	Ricketts .... "	9 11	5 10
Herring... "	1 15	7 30	Berne ... .. "	9 22	5 25
Wall Lake. "	1 25	8 00	Ute ..... "	9 30	5 50

Going North			Going South		
No. of Train...	54	52	No of Train...	53	55
	a m	p m		p m	p m
Denison Lv	6 05	2 45	Wall Lake.Lv	1 50	4 20
Deloit.....Ar	6 26	3 00	Herring... Ar	1 58	4 40
Boyer..... "	6 55	3 15	Boyer . . "	2 07	5 00
Herring..... "	7 13	3 27	Deloit ..... "	2 18	5 25
Wall Lake.. "	7 25	3 40	Denison.... "	2 30	5 50

Trains connect at Boyer for the Mondamin Line.

ILLINOIS CENTRAL R. R.

Going East				Going West			
Number of Train		4	2	32	Number of Train.....	5	1	31
		a. m.	p. m.	p. m.		a. m.	p. m.	p. m.
Council Bluffs..	Lv	8 20	6 20	8 50	Chicago, Cent. Station.....Lv	2 40	5 40	
Dunlap	"	9 27	c	10 05	Ells	x	x	6 30
Dow City	"	f 9 37	c	10 17	Deloit.....	x p m	x a m	6 43
Arion	"	f 9 42	c	10 21	Denison .....;...	1 48	5 36	6 52
Denison.....	"	9 51	7 47	10 32	Arion	f 1 56	f 5 47	7 01
Deloit.....	"	f 9 58	c	10 43	Dow City.....	f 2 00	f 5 50	7 05
Ells.....	"	f10 06	c	10 53	Dunlap	f 2 13	f 6 00	7 25

No. 92 Way Freight Going East, 10:35 A. M. No. 91 Way Freight Going West, 1:00 P. M

f Stops on signal to receive or discharge passengers. c Stops on signal to receive passengers holding tickets for Chicago or points beyond. x Stops to take on passengers for points beyond Omaha.

C. M. & ST. P. R. R.

Chicago and Council Bluffs Division.

Going East		*6	*2	†26	*4	Going West		†25	*3	*1	*15
Number of Train.....						Number of Train.....					
		p. m.	p. m.	a. m.	a. m.			p. m.	p. m.	a. m.	p. m.
Manning	Ar	8 34	s10 58	9 30	10 10	Manning	Ar	8 10	12 29	6 55	n 5 08
Aspinwall.....	"			9 20		Aspinwall.....	"	8 23			
Manilla..... ..	"	8 00	10 42	9 10	9 55	Manilla..	Ar	8 45	12 47	7 10	5 25
Astor	"	.. .	. ....	9 00	.....	Astor.	"	8 50	.....	.....	.....
Council Bluffs.....Lv		6 10	9 00	7 10	8 20	Council Bluffs.....	"	10 35	2 45	9 05	7 05

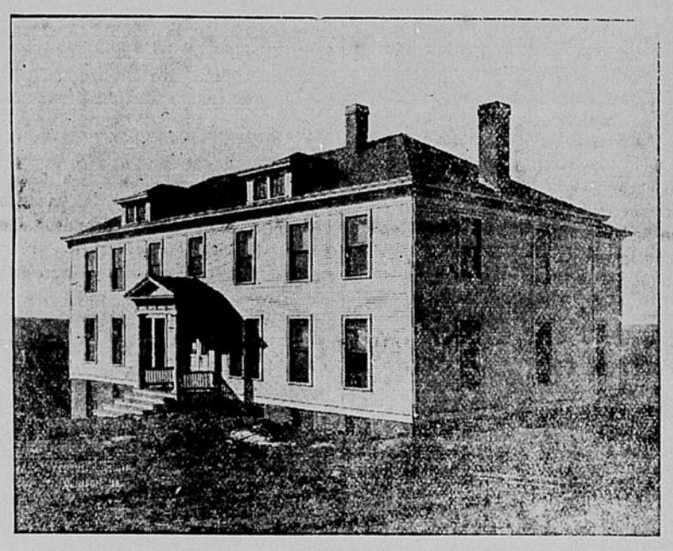
* Daily. † Daily Except Sunday. s Train stops only on Signal. n Stops only to let off passengers from Chicago and to take on passengers ticketed beyond Savanna.

Sioux City and Dakota Division

Going North		†3	*1	Going South		4	6
Number of Train.....				Number of Train			
		p. m.	a.m.			p. m.	a. m.
Manilla	Ar	1 05	6 15	Manilla.....	"	†9 00	*7 55
Buck Grove	"	1 22	s6 36	Buck Grove.....	"	8 41	s7 30
Arion.	"	1 31	6 45	Arion.....	"	8 33	7 20
Kenwood.	"	1 44	s6 58	Kenwood	"	8 22	s7 07
Charter Oak.....	"	1 58	7 10	Charter Oak.....	"	8 11	6 54
Ute.....	"	2 12	7 21	Ute.....	"	8 00	6 40

* Daily. † Except Sunday. s Trains stop only on signal.

Denison Hospital and Sanitarium.



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