

ROOSEVELT SPEAKS.

(Continued from page 4)

the original cost of the building of the road as to know what it would now cost to reproduce it; from another standpoint the human equation—that is, the management of the road—is more important by far than the physical valuation; and the physical valuation of the road in one region may have an entirely different relation to the real value of the road than in another region where the conditions are utterly different. Therefore the physical valuation can never be more than one of many elements to be considered; but it is one element, and at times may be a very important element, when taken in connection with the earning power, franchises, original cost and business possibilities, in reaching an estimate on the property and the rights of a corporation as a going concern.

Earn on Securities.

The effect of such valuation and supervision of securities cannot be retroactive existing securities should be tested by the laws in existence at the time of their issue. This nation would no more injure securities which have become an important part of the national wealth than it would consider a proposition to repudiate the public debt.

One of the most important features of the Hepburn act is its having given the commission absolute control over the accounts of railways. Thus the means are already at hand and the machinery already created which, when perfected, will put the public in position to know the facts, so that the small investor can exercise intelligent judgment when entrusting his money to the promoters of great railway enterprises. We hope as one of the chief means for betterment of conditions to secure as complete publicity in the affairs of railroads as now obtains with regard to national banks.

Alludes to Iowa.

There need be no fear on the part of investors that this movement for national supervision and control over railways will be for their detriment. If they doubt this, let them study the history of the railway control movement in such a state as Iowa. It would be hard to find anywhere a more prosperous or more intelligent community; a community of thriving farmers and thriving towns people, Iowa did its share in the work of building railroads when the business was one that demanded men of the utmost daring and resourcefulness; men like that gallant soldier and real captain of industry, Grenville M. Dodge; men who ran risks and performed feats for which it was difficult to make the reward too high; men who staked everything on the chances of a business which today happily involves no such hazards. Iowa was at length forced to undertake the work of regulating the railways within her borders. There was great outcry against it. It was proclaimed that such effort would ruin roads already built, and prevent building more. But Iowa proceeded with the task, and it resulted, not in ruin and stagnation, but in increased safety and profit to the honest investor. Instead of putting roads into the hands of receivers, it was followed by a prosperity that rescued many of them from receiverships.

No state, of course, can do for the railways what the national government has already done for the banks, and that government should do something analogous for the railways. National bank stocks are brought and sold largely on the certificate of character which the government, as a result of its examinations and supervision, gives to them. To give another illustration from Iowa's experience, when the national banking law was amended to allow small banks to take out national charters, great numbers of the state banks of that state were reorganized into national institutions. The investing public was ready to back with unlimited confidence the institutions on which the federal government had set the seal of its confidence and approval. The railways have not been given this certificate of character, under the seal of the national government, and therefore many people who invest freely in the shares of banks are reluctant to buy railroad securities. Give them the same guarantees as to railroad securities which we now give them as to national bank shares, and we would presently see these people investing in railroads and thus opening a new reservoir from which to draw

the capital now so much needed for the extension and betterment of the railroads.

Punish Wreckers.

Most certainly there will be no relaxation by the government authorities to get at any great railroad wrecker—any man who by clever swindling devices robs investors, oppresses wage workers and does injustice to the general public.

To confer upon the national government the power for which I ask would be a check upon overcapitalization and upon the clever gamblers, who benefit by overcapitalization. But it alone would mean an increase in the value, an increase in the safety of the stocks and bonds of law abiding, honestly managed railroads, and would render it far easier to market their securities.

More Facilities Need-d.

The great need of the hour, from the standpoint of the general public, of the producer, consumer and shipper alike—is the need for better transportation facilities, for additional tracks, additional terminals and improvements in the actual handling of the railroads; and all this with the least possible delay. Ample, safe and rapid transportation facilities are even more necessary than cheap transportation. The prime need is for the investment of money which will provide better terminal facilities, additional tracks and a greater number of cars and locomotives, while at the same time securing, if possible, better wages and shorter hours for the employes. There must be just and reasonable regulation of rates, but any arbitrary and unthinking movement to cut them down may be equivalent to putting a complete stop to the effort to provide better transportation.

When the question is nakedly one of getting a lower rate, it must be remembered that it is often possible that those demanding it may be diametrically opposed in interest to those who demand a better, safer and more rapid transportation service, and higher wages and shorter hours for employes. If the demand for more taxes, for higher wages, for shorter hours for employes, and for lower rates becomes so excessive as to prevent ample and speedy transportation, and to eat up the legitimate profits; if popular and legislative movements take a shape so ill directed as not only to threaten honest investments and honest enterprises, but also to prevent any effort for the betterment of transportation facilities, it then becomes out of the question to secure the necessary investment of capital in order to bring about an improved service.

Rates should not be unduly high; there should be a thorough safeguarding against accidents; there should be no improper shirking of taxes; the shippers of the country must be supplied generously with cars and all other equipments necessary to properly care for our commerce, and all this means that the national government must be given full and effective power of supervision and control. But the interests of those who build, who manage and who invest in the railroads must be no less scrupulously guarded than the interests of the public. It is urgently necessary at the present time, in order to relieve the existing congestion of business and to do away with the paralysis which threatens our expanding industries, because of limited and inefficient means of distribution, that our railway facilities should be so increased as to meet the imperative demands of our internal commerce. The want can be met only by private capital, and the vast expenditure necessary for such purpose will not be incurred unless private capital is afforded reasonable incentive and protection. It is therefore a time necessity to allow investments in railway properties to earn a liberal return sufficiently liberal to cover all risks. We cannot get an improved service unless the carriers of the country can sell their securities; and therefore nothing should be done unwarrantedly to impair their credit nor to decrease the value of their outstanding obligations.

Railroads in Politics.

Undoubtedly many high officers among the railroad men have followed the extremely unwise course of endeavoring to defeat the enactment of proper laws for their own control, and of endeavoring to thwart, obstruct and bring into discredit the administration of the laws. But the folly of some of their number in no way alters our duty, nor the wisdom of

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performing this duty in a spirit of absolute justice alike to the railroad, the shipper, and the general public.

Finally, friends, let us never forget that this is not merely a matter of business, but also a matter of morals. The success of our whole system of government depends upon our discriminating between men not with reference to whether they are rich or poor, whether they follow one occupation or another, but with reference solely to whether they act as honest and upright citizens should act. Let the local attorneys of the big roads keep out of politics; and when they have to appear before the national or any state legislature let their names be put on a special register, and let their business be above-board and open. There are blackmailers in public life, and the citizen who is honest will war against the man who tries to blackmail a railroad or a big corporation with the same stern determination to punish him as against the man who corruptly favors such corporation. But let the railroad man remember that to purchase immunity in wrong doing, or to defeat blackmail by bribery is the worst and most short-sighted of policies. Let the plain people insist on the one hand on governing themselves and on the other hand on doing exact justice to the railways. Let the big railroad man scrupulously refrain from any effort to influence politics or government save as it is the duty of every good citizen in legitimate ways to try influence politics and government; let the people as a whole, in their turn, remember that it is their duty to discriminate in the sharpest way between the railway man who does ill; and, above all, to remember that the irreparable moral harm done to the body politic by corruption is just as great, whether the corruption takes the form of blackmailing a big corporation or of corruptly doing its bidding.

DEAFNESS CANNOT BE CURED

by local applications, as they cannot reach the diseased portion of the ear. There is only one way to cure deafness, and that is by constitutional remedies. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube is inflamed, you have a rumbling sound or imperfect hearing, and when it is entirely closed, deafness is the result. The inflammation can be taken out and this tube restored to its normal condition, hearing will be restored. Forever; nine cases out of ten are caused by Catarrh of the Eustachian Tube, which cannot be cured by local applications. We will give One Hundred Dollars for any case of Deafness (caused by catarrh) that cannot be cured by Hall's Catarrh Cure. Send for circulars free.

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At this season of the year the first unnatural looseness of a child's bowels should have immediate attention. The best thing that can be given is Chamberlain's Colic, Cholera and Diarrhoea Remedy followed by castor oil as directed with each bottle of the remedy. For sale by L. E. Blosser, Broadway Druggist.

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THE KIRON REVIEW.

E. E. CLAUSON, Department Editor.

NOTE—Mr. Clauson is empowered to receipt for subscriptions or to receive advertisements to be inserted in this column.

Ed. Anderson and wife living five miles southeast of Kiron received a visit from the stork May 24th, and since have been busy taking care of the little girl he left them.

Today June 5th the Mrs. Axle Larson sale takes place. Neighbors and friend can show their kindness to her by attending and aiding in the sale. The sale commences at 2 o'clock.

Swan Lindquist will have a new home built on his farm northwest of Kiron.

Dame Rumor has it that a double wedding will be on the program in town this month. Cupid's fruits have been seen but very little of for a long time in our midst, but possibly the reason has been the unfavorable weather.

Robert Anderson is having his home renewed with a white coat of paint which beautifies that portion of town.

Chas. Emil recently returned from his Dakota trip where he invested in a half section of land. The lands in Dakota are being taken up fast.

Druggist Walters took his wife and son True to Harlan on Wednesday, where they will spend a few days visiting his brother and family. Court is tied down most of the time with his business, and the rest and visit will do him good.

Ona and Edna Huffback from Lead City, S. D., visited the Fred Gronau home during the first of the week.

Mabel and Emma Swanson made our neighboring town Schleswig a visit between trains on Wednesday.

A son was born to Mr. and Mrs. P. G. Lundella on Wednesday last.

Chas. O. Swanson and Addick Anderson returned on Wednesday morning from their trip to Tennessee Ridge, Tenn., where Mr. Swanson owns a farm. They report everything doing fine.

John P. Larson of Brisow, Neb., who was called to Odebolt last week on account of the serious illness of his father visited relatives and friends here on Wednesday.

A. Norelius went to Denison on Wednesday to celebrate Memorial Day and enjoy the meeting with his brother soldiers.

Elsie and Neva Norelius went to Denison on Wednesday to visit friends and attend the commencement exercises at the High School, returning home Friday morning.

Lydia Benson and Alma Hanson spent Decoration day at the county seat.

P. E. Nordell went to Denison on Wednesday on business.

Alice Nordell came home Friday morning from Denison for an over Sunday visit. She is attending college at Denison.

The Station Agent at Kiron and Herring will exchange places.

Chas. and Fred Skarin and families visited at Galva over Sunday.

Joseph Engberg came home on Thursday morning from Ames to spend the summer vacation. He will return to continue his college studies in September.

A. G. Sjogren and Olof Sandeen went to Denison Friday afternoon, returning on the Saturday morning passenger. Mr. Sandeen has put in application for citizenship which will be granted during the fall term of court.

Emil Reynold and Mary Larson came over from Charter Oak Saturday to visit at the home of L. V. Larsen and attend the camp meeting over Sunday.

Andrew E. Johnson and John Malmquist and August Linman went to Chicago Saturday night with fatted stock. Mr. Johnson and Malmquist shipped two cars apiece from Kiron and Linman shipping four from Boyer.

A very large crowd of people spent Sunday in Kiron, many from neighboring towns and localities to attend the meetings and visit with friends. To mention all the visitors would require too much space and time.

The marshal and mayor of Ricketts and one of its citizens were in Kiron on Thursday afternoon inspecting the new water works. We understand Ricketts is planning to have water works put in.

Mrs. S. A. Nordholm is confined to her bed and has been for the past week.

The two weeks' tent meeting conducted by Rev. John Croft and wife closed on Sunday night. The weather was part of the time most unfavorable for the meetings which prevented many from attending. Rev. Croft is not only an interesting speaker but one who expounds the gospel as it is taught in the Bible. That these meetings have been a blessing is sure, and should they ever revisit Kiron they will be welcomed.

Chas. Lindahl and wife returned to their home at Newmans Grove, Neb. Monday, after nearly a week's stay visiting friends and attending the camp meeting.

The Swedish Baptist conference of Iowa met at Kiron May 29th and continuing until June 2nd. The conference was formally opened by its

Chairman Rev. L. Johnson of Sioux City Wednesday evening. The conference delegation and visitors were all greeted by an enthusiastic speech of welcome to the church, home and vicinity, through Rev. J. W. Soderstrom, pastor of the local church, which was responded to by the chairman of the conference. The introductory sermon of the conference was delivered by Rev. A. M. Burgason of Forest City. Thursday was cloudy but nevertheless the church was well filled with listeners trying to grasp every particular of the proceedings. Such interest as Sunday School, the weight of our Swedish language in our Sunday School, and mission work were taken up and discussed during the forenoon session. The afternoon session was mostly devoted to reports from different persons holding responsible offices in the conference. Committees were appointed and officers for the coming year elected. The evening proceedings were closed by a spiritual, and instructive sermon by Rev. G. A. Hagstrom of Chicago, financial secretary of the Swedish Baptist General Conference of the United States. Friday morning opened up much brighter which circumstance gave to the previous enthusiasm more spirit and life. The most interesting feature of this forenoon session was an address on the Baptist Foreign Mission of the West delivered by Mrs. Florence Johnson of Kiron. The afternoon session was mostly devoted to business transaction and the concluding evening services were closed by sermons delivered by Rev. O. Lindholm State Missionary and Rev. G. D. Forsell of Council Bluffs. Saturday morning also gave inspiration to praise and thanks. The brightest feature of the morning session was the eloquent address delivered by Rev. S. Wilcox of Des Moines. Rev. Wilcox is a very zealous worker and his honest efforts have indeed been crowned with success. He has for years labored for the American Baptist Union as financial secretary and proven himself more than capable. A very inspiring speech was also delivered by Rev. G. Nyquist of Omaha, representing the Bethel Academy in Minneapolis, Minn. and the Swedish Ministers Pension Aid society. The afternoon session was represented by the Swedish young people of Iowa and the evening services consisted of sermons by Rev. D. Shellbery of Galva and Rev. Chas. G. Bergstrom of Stratford. A large number of delegates and visitors were present. The last and great day of the feast, Sunday, a vast assembly gathered to listen to these sermons preached by Rev. Linder of Des Moines and the sermons in the afternoon and evening. Good attendance and great interest was manifested throughout the entire session.

There is no case of indigestion, no matter how irritable or how obstinate that will not be speedily relieved by the use of Kodol. The main factor in curing the stomach of any disorder is rest, and the only way to get rest is to actually digest the food for the stomach itself. Kodol will do it. It is a scientific preparation of vegetable acids containing the very same juices found in a healthy stomach. It conforms to the Pure Food and Drugs Law. Sold by Lamborn Drug Co.

Jackson

Daniel Murphy and wife came home last week from Chicago, were they had been visiting and taking in the sights of the city.

Mrs. Mower of Lake View is visiting with Mrs. Pfankuch this week. Henry Dreesen had the misfortune to lose his fine stallion last week.

Miss Riley visited friends in Deloit last Sunday.

Charley Furth shipped out a lot of fat cattle last Saturday to Chicago.

Quite a number of people went to Breda Decoration Day to take part in the exercises.

Fred Weed attended a dance in Odebolt with a party of friends last Thursday night and had a pleasant time.

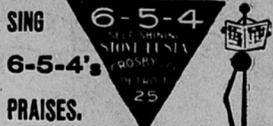
The Carnation band furnished the music for the dance at the hall in Herring last Saturday night. All had a fine time.

Quite a number of young folks went to Lake View on a fishing trip last Sunday.

\$100 FOR A BOTTLE.

This would not be a large price to pay of Dr. Drummond's Lightning Remedies if one could not get relief any cheaper. The Drummond Medicine Co., New York, have received hundreds of unsolicited testimonials from grateful people restored to health by the use of their remedies, who would not hesitate to pay any price rather than suffer the former torture. If you would like to try these remedies, and your druggist has not got them, write direct to the company. Agents wanted.

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Boyer Ripplings.

Rev. and Mrs. A. Discher mourn the loss of their little seven weeks' old baby girl, Edna, who died Sunday June 2. Little Edna was sick only one week. On Saturday it was thought she might recover, but she was taken suddenly with cramps. Everything medical aid and loving hands could do was done. God thought best to take her home, and she is now numbered with the angels. The funeral services were held Tuesday forenoon at the German Lutheran church. Rev. Amsteeon of Ida county, conducting the services. The sorrowing parents have the sympathy of relatives and friend in their hour of bereavement.

Otto Vosgerau came up from Denison Saturday to visit at the home of Hans Wulf.

J. F. Wulf and wife attended the funeral of Mr. Stagleman near Vail last Thursday. Mrs. Wulf was suddenly taken sick while at the funeral and had to stay over until next day. She is feeling some better.

Several from here attended the Decoration exercises at Odebolt. Among them were O. M. Graham and family, Carl and Elmer Kuhlberg, A. H. Jensen, Mr. and Mrs. Harry Brown.

Last Thursday Mrs. Hans Wulf returned from Bloomfield, Neb., where she has been for some time caring for her mother-in-law. Mrs. Wulf could not stay away any longer. It was thought best to bring the mother here to her son's home, where the best of care could be given her.

N. P. Swansen came up from Omaha Saturday.

Minnie Lund arrived Friday from Stratford to visit with C. S. Johnson, while on her way to Kiron to attend the annual conference. Saturday morning Mrs. C. S. Johnson accompanied Miss Lund to Kiron.

Claus Minster and wife drove to Schleswig last Sunday.

Mrs. Henry B. Hansen went to Denison Wednesday.

A prompt, pleasant, good remedy for coughs and colds, is Kennedy's Lavative Cough Syrup. It is especially recommended for babies and children, but good for every member of the family. It contains no opiates and does not constipate. Contains honey and tar and tastes nearly as a good as maple syrup. Children like it. Sold by Lamborn Drug Co.

STATE ENCAMPMENT G. A. R. The annual encampment of the Grand Army of the Republic of Iowa is to be held at Dubuque this year, beginning on Tuesday, June 11, and continuing to Saturday, June 15.

Arrangements have been completed there which insure this being the greatest and most successful encampment ever held in the state. As has been customary in recent years, annual meetings of the Women's Relief Corps, Spanish American War Veterans, Veterans of the Philippine war, the Iowa Hornet's Nest Brigade, Ex-Prisoners of War association and like kindred organization will be held at the same time.

All railroads in the state have arranged to give especially low rates for this occasion so, everything considered—the time, the place and the interest attached—it goes without saying that the encampment at Dubuque is to be a record breaker.

A few doses of this remedy will invariably cure an ordinary attack of diarrhoea.

It can always be depended upon, even in the more severe attacks of cramp colic and cholera morbus. It is equally successful for summer diarrhoea and cholera infantum in children, and is the means of saving the lives of many children each year. When reduced with water and sweetened it is pleasant to take. Every man of a family should keep this remedy in his home. Buy it now. PRICE, 25c. LARGE SIZE, 50c.

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