The Democrat.

WEDNESDAY, NOV. 1, 1899.

OFFICIAL PAPER OF CITY AND COUNTY

RAILROADS

In General and the Illinois Central in Particular.

The following is an address made to the United States Industrial Commission by Stuyvesant Fish, president of the Illinois Central railroad company and of the Yazoo & Mississippi Valley railroad company.

MR. CHAIRMAN AND GENTLEMEN OF THE COMMISSION: Railroads are "of the people and for the people." They are permanently attached to the soil. Capital invested in them is irrevocably dedicated to public service. It is presumably for these reasons that the commission, in investigating "questions pertaining to immigration, to labor, to agriculture, to manufacturing and to business," have called so many railroad presidents.

However this may be, I take pleasure in answering your summons, well knowing that nothing can affect, for good or evil, any important interest in the United States without in like manner affecting the railroads.

You have heard and will hear from other railroad men representing different parts of the country. What I have to say will relate to the great central basin drained by the Mississippi river—the heart of the country, its granary and its workshop, and New Orleans, the seaport of that basin.

The Mississippi river drains the whole of nine states and territories and parts of twenty-three other states, not to speak of a considerable slice of the Dominion of Canada. Rejecting eight states, New York, Maryland, Virginia, North Carolina, Georgia, Texas, New Mexico and Michigan, of which but a small portion lies within the valley, twenty-four states and territories may be fairly considered as tributary to that river.

Its valley contains 1,240,039 square miles, or forty-one per cent. of the area of the United States, exclusive of Alaska and other outlying possessions. There dwell 35,000,000 of our people, or nearly one-half our citizenship.

Its soil, besides feeding all our own people, except those on the Pacific coast, yields the whole of our exportable surplus of live stock of every kind, and most of the breadstuffs. Its mines yield our petroleum oil and most of our coal, its forests supply our lumber and its workshops turn out annually an increasing share of our manufactures.

In these days of large and increasing tonnage and of low and constantly falling rates for transportation by rail, the question of grades is becoming more and more controlling. It is therefore, in the level prairies of the great valley that we must look for the solution of the problem of how to conduct transportation even at or near, and often below cost, without so absolutely bankrupting the carriers as to close the highways of traffic. The accumulated surplus earned in previous good years, and the borrowing power based thereon, coupled with a rigid and distressing economy, barely kept the western and southern railroads from universal bankruptcy during the bad times from 1893 to 1897. On June 30, 1894, there were in the hands of receivers, 40,818 miles of railroad, or nearly one-quarter of all in the United States, (175,602.) These bankrupts represented an investment of over $2,500,000,000.

The enforced economies of that year reduced the number of railroad employes by 93,994. The effect on those employed by manufacturers of railroad supplies in particular and on immigration, labor manufacturing and business in general, while not specifically reported, is too well remembered to need repetition. While we all hope that those evil days have passed, never to return, may we not gather wisdom from that sad experience?

The statistical reports of the Interstate Commerce commission divide the United States into ten territorial groups. The following table has been compiled from those reports:

COMPARATIVE DISTRIBUTION OF RAILROAD EMPLOYES BY GROUPS FOR THE YEARS ENDED JUNE 30, 1893 AND 1894, RESPECTIVELY

	1893	1894	Decrease	Per cent
Group III	137,913	117,233	20,680	14.99
" V	66,419	58,182	8,237	12.40
" VI	170,396	144,168	26,168	15.36
" VII	26,507	23,878	2,689	10.12
" VIII	71,287	63,525	7,762	10.88
*Total	472,522	406,986	65,536	13.87

*Of the five groups in the Mississippi valley.

	1893	1894	Decrease	Per cent
Group I	65,521	58,272	7,249	11.06
" II	224,369	208,910	15,450	6.89
" IV	42,866	39,167	3,638	8.64
" IX	35,727	31,258	4,469	12.51
" X	32,607	35,075	†2,468	7.37
†Total	401,080	372,622	28,458	7.10
Total of all the United States	873,602	779,608	93,994	10.76

†Increase.
*Of the five groups in other parts of the country

This shows that seven-tenths of all the railroad employes discharged during the year ended June 30, 1894, had been employed in the Mississippi valley, and that while throughout the rest of the country one man in fourteen lost his employment that year, in the Valley nearly one in every seven met with like misfortune. The distress was most severe in groups III. and VI., comprising substantially the area bounded east by the Allegheny mountains, south by the Ohio and west by the Missouri and Mississippi rivers. Virtually half (46,848) of all the men discharged lived in those two groups.

In group III. the rate per ton per mile is the lowest of any, and in group VI. it is lower than in any the other six groups lying west of the Alleghenies. The rate in group I., the New England States, is more than forty per cent. higher than that of group VI., and more than double that of group III.

Justice apart, is it wise for us, as a nation, to continue to thus rob the carrier, Peter, and his "hired man," in order to pay the shipper, Paul?

New Orleans is the natural port of the Mississippi valley. You are familiar with the struggle made by the people of the valley toward the close of the last century against the embargo laid by Spain and France on commerce through New Orleans, which led to and justified the so-called Louisiana purchase in 1803. Down to the breaking out of the civil war in 1861, the river carried the products of the valley to the gulf and brought back imported goods. During the four years of that war and the following period of misrule at the south the very mouth of the river was allowed to fill up until only vessels of small draft could enter it, and transportation between the valley and the sea was forced into unnatural channels, provided by steep or circuitous railroads over or around the Allegheny mountains.

That even the most direct of them is crooked, is shown by the fact that while the short line distances by rail from Chicago to New York and New Orleans are identical, 912 miles, the air line distances are to New York, 709, to New Orleans 826. That is to say, in running over the mountains, 203 miles, or 28 and 6-10 per cent. are added to the air line distance, while in running down the valley only 86 miles, or 10 and 4-10 per cent are added thereto. The summit on the short line between Chicago and New York is nearly midway between those cities at an altitude of about 2,161 feet above tide; the summit on the short line between Chicago and New Orleans is within 34 miles of Chicago, at an altitude of 804 feet above tide. As Chicago is 590 feet above the sea the dead lift to New York is 1,571 feet and to New Orleans 214 feet. While it is true that other railroads running to New York by longer routes, cross lower summits, the most level of them reach an altitude approximating, if not exceeding 1,100 feet above the sea, and is compelled to lift every ton it carries in either direction 500 feet vertically above the level of Chicago.

When order was finally restored at the south its railroads were without exception physical and financial wrecks. It is within my knowedge that they were then, and long continued, incapable of competing with the lines to the Atlantic Seaboard.

That condition has with us passed, through the increase, in the past eighteen years, of the capitalization of the Illinois Central Railroad Company from $38,831,000 to $185,996,925. We can now use the advantages of our geographical position, and give the advantage of theirs to a large part of the people of the Valley.

Other southern and western roads being in like case, natural conditions are being restored, and the products of the valley are once more seeking an outlet on short lines, over easy and generally descending grades to the Gulf of Mexico.

In physical condition, in the safety speed, comfort and regularity of service the level and straight roads of the west and south equal, if they do not excel, those of the eastern states. Why, then, should they not carry their fair share of the produce of the west to tide water from their own local stations and in turn, supply the interior with foreign goods?

Of the 2,715,981 tons of grain, flour and other mill products carried by the Illinois Central and the Yazoo & Mississippi Valley Railroads during the year ending June 30, 1899, less than one-fifth (536,841 tons) were exported through New Orleans to European and other ports.

Although the corn crop of 1898 was of such notoriously poor quality, no complaint has been received of any damage from heating having occurred in the 12,544,857 bushels which were delivered by the Illinois Central and the Yazoo & Mississippi Valley Railroads for export through New Orleans.

Of the 13,517,161 tons of freight carried last year by the Illinois Central Railroad, 83.6 per cent were local and 16.4 per cent through.

Of the 1,840,719 tons of freight carried last year by the Yazoo & Mississippi Valley railroad, 83.9 per cent. were local and 16 1 per cent through.

When I entered the service of the Illinois Central railroad company in 1871, the ratio of its local to through freights was almost exactly the same as at present, and it has since varied between very narrow limits, although the tonnage has increased more than ten-fold.

The two companies which I have the honor to represent are and have been developing the latent resources of the states which they are incorporated to serve, without seeking new territory.

The line of equal railroad distances to New York and to New Orleans, respectively, may be said to begin on Lake Superior, at the boundary between Wisconsin and the upper peninsula of Michigan, and following the northern and eastern boundaries of Wisconsin, to pass through Chicago, Ill., run thence southeasterly through Indianapolis, Ind., and Bristol, Tenn., and to reach the Alantic coast near Charleston, S. C. Every point to the south and west of that line is nearer New Orleans by rail than to New York. It is in that part of the basin of the Mississippi river, which lies west of that line that our exportable surplus of breadstuffs and packing house products is made, and, so long as water runs down hill and it costs more to move freight up hill, the natural tendency of that exportable surplus will be to reach the sea at New Orleans and the other Gulf ports.

The short rail distances from some of the interior grain markets and packing house centres to New York and to New Orleans, are:

	To New York Miles	To New Orleans Miles	Saving to N. Orl'ns Miles
Chicago, Ill	912	912	0
Duluth, Minn	1,390	1,337	53
Minneapolis, Minn	1,332	1,279	53
St. Paul, Minn	1,321	1,268	53
Sioux City, Ia	1,422	1,258	164
Omaha, Neb	1,402	1,070	332
Dubuque, Ia	1,079	988	91
St. Louis, Mo	1,058	695	363
Peoria, Ill	1,006	860	146
Cairo, Ill	1,089	554	535
Evansville, Ind	989	708	281
Louisville, Ky	867	746	121
Nashville, Tenn	939	557	382
Denver, Col	1,982	1,456	526
Kansas City, Mo	1,335	878	457

Terminating in New Orleans and radiating therefrom into the interior in all directions are six great railroads;

1. The Southern Pacific, operating 7,614 miles, and extending through Louisiana, Texas, New Mexico, Arizona and California to Portland, Oregon, as well as through Nevada and Utah to Ogden, with branches reaching into the Indian Territory and the Republic of Mexico.
2. The so-called Queen & Crescent Route, operating.....1,155 miles. In Louisiana, Mississippi, Alabama, Tennessee and Kentucky, and reaching Cincinnati, O.
3. The Louisville & Nashville R. R., operating, in its own name.....2,988 miles, and controlling, through an ownership of stock, the Nashville, Chattanooga & St. Louis R. R., which operates....1,189 miles. Making together.....4,177 miles. The lines of these two companies lie in Louisiana, Mississippi, Alabama, Florida, Tennessee, Georgia, Kentucky, Illinois and reach St. Louis on the West, Cincinnati on the Northeast, as well as all the lower crossings of the Ohio River, except Cairo.
4. The Texas & Pacific Railway, operating in Louisiana and Texas.....1,492 miles. While this railway is affiliated with the so-called Gould System of Railroads which comprise in all 9,000 miles, reaching through Arkansas, Indian Territory, Missouri, Kansas, Colorado, and Nebraska to Denver, Omaha, Kansas City and St. Louis, only the mileage actually controlled by the corporation operating in New Orleans, the Texas & Pacific Railway Company, is considered in this connection.
5. The Yazoo & Mississippi Valley R. R., operating in Louisiana, Mississippi, Arkansas and Tennessee.....969 miles.
6. The Illinois Central R. R., operating in Louisiana, Mississippi, Alabama, Tennessee, Kentucky, Illinois, Indiana, Wisconsin, Iowa, Minnesota and South Dakota. 3,679 miles. Railroad Mileage tributary to New Orleans.....19,086 miles.

No other port in the United States is served by railroads reaching, under single managements, so far and in such varied directions into the interior of the continent. That those railroads ought to bring to and carry from New Orleans vastly more than they do of goods for foreign commerce, is shown by their gross receipts during the past year, from the carriage of passengers and freight, being $130,637,703, or 30 per cent. more than the value of all the imports and exports of New Orleans, which, in turn, amounted to $100,090,537.

Far from discriminating in favor of New Orleans, it is to be feared that its railroads, taken as a whole, have not done their full me sure of duty by the port in which each of those above named terminates.

The testimony given before you by the Presidents of other railroad companies, as reported in the newspapers, has suggested the following remarks:

It does not seem to me that disputes over wages form so vital a question as to exclude arbitration, so absolutely and universally as does the maintenance of proper discipline. The duty of safely carrying passengers and freight has been by the state committed to corporations. They cannot share that responsibility with others, much less arbitrate with irresponsible strangers, the method of its discharge. Discipline, if peculiarly severe, will carry with it increased pay. Wages, on the other hand, have been generally controlled by supply and demand, to the great gain in recent years of the employed That natural law will always control, except as its operation may be influenced by labor trusts seeking to prevent free men from selling their only capital, labor, in the best market. By labor trusts I do not mean organized labor as exemplified by the Brotherhood of Locomotive Engineers, the Order of Railroad Conductors and like useful and honorable organizations of intelligent railroad men; but the lawless and disorganized bodies of outsiders who know nothing of, and care nothing for, either the railroads or the high class of men whom they employ.

No reductions in pay were made on the Illinois Central Railroad during the long period of depression (1893 to 1897) from which we are emerging, excepting that, in some parts of the country, the fall in the wages of farm laborers necessarily affected, for a short season, those of our track hands. But many of our men suffered severely through our diminished need of their services. Making less use of our cars and engines, we had less of them to repair, and both the number employed and the hours of work in the shops were reduced. It seemed to me then, and it seems to me now, that it would have been better for the men, if it had been possible for us, by reducing the scale of wages a little, to have employed more men or to give them work on full time. Men in railroad shops are paid by the hour. The question is whether the men, and the communities in which they live, would not have been benefited by adopting course B below, rather than adhering to A, as we were forced to do.

Reductions in Force and Time.

Case A.

Men in shop, say 100. Full time, 6 days of 10 hours—6,000 units of pay per week. Reduction in force from 100 to 75—men discharged, 25. Reduction in time to 5 days of 8 hours, or 40 hours per week. Result: 75 men at 40 hours, or 3,000 units of pay per week, and payroll diminished by one-half.

Case B.

Reductions in Wages.

Men in shop, say, as above, 100.			
Full time, above	6,000	units of pay per wk	
10 per ct rdctn in wgs	5,400	" "	"
15 " "	5,100	" "	"
20 " "	4,800	" "	"
25 " "	4,500	" "	"
Pay roll diminished as follows:			
By 10 per ct reductl, n	600	" "	"
By 15 " "	900	" "	"
By 20 " "	1,200	" "	"
By 25 " "	1,500	" "	"

That the Illinois Central Railroad Company could have employed more shop hands in building new cars and engines, if it could have secured their services on a lower scale and one commensurate with the reduced cost of living, is shown by its having bought new engines and cars, as follows:

New Equipments Bought by I. C. R. R. Company.

Year ended June 30.	Locomotives.	Pass. Cars.	Freight Cars.
1893	42	62	301
1894	49	0	2,531
1895	19	0	1,044
1896	45	1	2,596
1897	25	0	1,800
Total 5 yrs	180	63	8,272

During the whole of this period we built but few cars (241) and no engines, because we could buy them from others more cheaply Now that the car makers have restored their wages and advanced their prices, we have begun to build cars freely. In the past three months we have built nearly 500 new cars and bought the material for 1,250 more, which should be completed before the end of next March.

As to average rates of transportation:—The attention of the Commission is called to a pamphlet herewith submitted, on "Changes in the Rates of Charge for Railway and Other Transportation Services. Prepared under the direction of John Hyde, Statistician, by H. T. Newcomb. Chief of the Section of Freight Rates in the Division of Statistics. Miscellaneous Series. Bulletin No. 15, U S Department of Agriculture, Division of Statistics."

That pamphlet contained the first, and, I might say, the only statistical publication by authority of the Federal Government, which has come to my notice, dealing with these important questions with sufficient candor and accuracy to be of real value in determining questions affecting the regulation of commerce. The attention of the Commission is particularly called to Table 1, on page 12, under the heading of Freight Traffic, and to Table 54, on page 63, under the heading of Passenger Traffic, each of which gives the volume of traffic, efficiency of service, and earnings. These tables give an immense amount of accurate information, for the long period of thirty years from 1867 to 1896

Conformably to a suggestion made by one of your officers, that the Commission would be interested in the plan adopted by the Illinois Central Railroad Company for aiding its employees to buy stock of the corporation, permit me to say that, in brief, it amounts to this; On the first of each month the price of shares at the New York Stock Exchange is telegraphed to Chicago, and the Paymaster is authorized to sell one share to each employee at that price. Payment is accepted in sums of $5, or any multiple thereof. Interest at 4 per cent. per annum is allowed on the partial payments, and when an employee leaves the service, he must either pay in full for his share and receive a certificate therefor, or take his money, with the interest added.

The number of officers and employees, other than Directors of the Corporation, registered on the books of the Company as Stockholders, is 705, and their holdings amount to 2,554 shares.

The stock is being gradually purchased by those resident on or near the line In each of the eleven states, in which the Company is operating railways, there are a number of Stockholders, varying from 7 in Indiana to 767 in Illinois. The total number of Stockholders in these eleven states is 1,126, and the number of shares held by them, 33 995.

There are resident in the United States 3,868 Stockholders, owning 346,207 shares, or over 57 per cent. of the whole; in Great Britain, 2,543, owning 198,616 shares; elsewhere, 115, owning 55,125 shares.

Exclusive of one large block of shares, held for more than thirty years past in trust by a Dutch Syndicate or Administration Office, against its own certificates, good to bearer, which are widely scattered among hundreds of owners, the average holding of the remaining proprietors registered on the Company's books is 85½ shares. In the United States the average is 89¼ shares.

All told, the books show 5 holdings of 5,000 shares, or over; 85 of 2,000 shares, or over; 93 of 500 shares, or over; 694 of less than 500, but more than 100 shares; 455 of exactly 100 shares each, and 5,194 of less than 100 shares. The number of Stockholders registered on the books is 6,526. Barely one-seventh of them own over 100 shares apiece.

All of which is most respectfully submitted.

October, 1899. STUYVESANT FISH.

The Child Afraid of the Dark.

A timid child cries when he is put to bed because he is afraid of the dark The "soft hearted" parent stays with him simply because he is sorry for him and wants to comfort him. The scientifically trained parent stays with him because he realizes that the child is passing through a phase of race development in which his imagination has the best of him. It is impossible to reason him out of demonology because his logical faculties are not developed. After all, these two parents, wide apart in point of view, act much the same, and very differently from the pseudo scientific parent, who acts from dogmatic conviction and is sure he is right. He talks of developing his child's self respect and good sense and leaves him to cry himself to sleep, demanding powers of self control and development which the child does not possess.—Jane Addams in Atlantic.

Natural Antidote For Poisons.

The liver has long been recognized as a powerful annihilator of poisons. The digestive system of animals produces ptomaines which would be deadly in their effect except for the work of the liver, and the bile of animals has been tried as a direct antidote to snake venom with success. It was mixed with the venom and the mixture was injected into the circulatory system of rabbits. The bile of snakes was found most effective against their own venom. It is another instance of the antidote being found in company with the poison.

His Iron Nerve.

"Wiggins has a wonderful control over his feelings."

"Think so?"

"Yes. I met him coming out of the county treasurer's office just after he had paid his taxes, and he laughed and chatted as if nothing unusual had occurred."—Ohio State Journal.

District Court.

The district court, after a session of over two weeks, adjourned sine die last Wednesday evening. Below we give the disposition made of the cases in which action was taken, from which it will be seen that although but few jury trials were had, a large number of cases were disposed of.

LAW.

Henry Kortenkamp vs. Herman Kortenkamp, dismissed at plff. costs.

C. D. Stone vs. H. E. McLaughlin, set for first jury case at next term of court.

G. W. Miller vs. G. A. Ballard, trial to jury; verdict for plff. for $552 and costs.

F. A. Williams vs Cyrus Stoner et al, settled.

A. E. Houses vs. J. P. Held, dismissed.

Dairy City Cigar Co. vs. Jas. Foley et al, dismissed.

Sheldon & Walker vs. V. Newton, settled.

Miller & Hoyt vs. Satterlee; dismissed at plaintiffs' cost.

Jerry Mahony vs. W. J. Wilson; judgment against def't for $10 and costs.

E. M. Johnson & Co vs. James Fitzpatrick; dismissed at pl'ff's costs.

M. Kelly vs. H. M. Johnson; referred to G. W. Dunham as referee.

P. Flach vs. J. J. Reiger; dismissed without prejudice.

E. E. Parsons vs. Grassfield Bros. et al.; trial to jury; verdict for defendants.

State of Iowa vs. Daniel E. Sickles; E. P. Seeds appointed com. to take testimony.

M. Altmeyer vs. P. H. Ryan; jury trial; verdict for $1,500 for plaintiff; defendant given ten days to file motion for new trial.

First Nat'l Bank, Pierre, S. D., vs. Labon Pierce, dismissed at defendant's costs.

R. McKee vs. Ill. Cen. Ry. Co., removed to U. S. circuit court.

C. P. Joseph vs. U. Whittaker dismissed at plaintiff's costs.

Geo. Little vs. Edw'd O'Meara, trial to court; judgment against plaintiff for costs.

Miller & Hoyt vs. P. W. Haight, settled at plaintiff's costs.

Cyrus Beebe vs. Romain Schler, set for the third jury case next term.

Application of Chas. Kendall, permit to sell intoxicating liquors as prayed.

R. G Kennedy vs. W. B. Sackett, judgment for plaintiff for $92.92 interest 8 per cent and attorney's fees $7.43.

A. F. Haight vs E. J Delamater. Settled and costs paid.

H. Volker vs. A. M. Volker. Herman Volker appointed guardian.

Rock Island Plow Co. vs. W. Shaw, judgment against defendants for $44.70, interest at 7 per cent, attorney's fee $4.47

H. Hutchinson vs. J. S. Danford, judgment against defendant for $121.51, interest 10 per cent, attorney's fee $12.15.

Application of Addie M. Russell, name changed to Addie M. Angell.

EQUITY.

W. B. Kinney vs. J. V. Bush, decree quieting title of defendant.

Emma R. Morgan vs. J. V. Bush, decree quieting title of defendant.

Elizabeth Wragg vs. Hattie Powell, et al., referees ordered to pay costs and attorney fees and make distribution of balance.

Mary Hass vs. Edward O'Meara, referees ordered to pay costs and attorney fees and distribute balance.

Christine L. Belknap vs. Ellen C. Johnston, decree for defendant, Ellen C. Johnston.

P. Sisson, et. al. vs. E. Sisson, et al., partition; report of referees approved and distribution of proceeds of sale of real estate ordered.

J. H. Beacom vs. Thos. Wilson et al, settled and costs paid.

B. H. Hartke vs. A. G. Fargo, et al., decree as prayed at plaintiff's cost.

J. H. Kreumpel vs. A. G. Fargo, et al., decree as prayed at plaintiff's costs.

Edith J. Burrill vs. S. C. Burrill, trial to court and plaintiff decreed a divorce on payment of costs.

M. H. Powell vs. Melinda Brown, et al., trial to court, decree as prayed.

H. Wulfekuhle vs. Edward Kelly et al., trial to court and decree for pliff. quieting title.

W. H. Long et al. vs. A. M. Morgan et al., partition decreed and property ordered sold at public auction at not less than its appraised value. W. I. Millen, Frank Burbridge appointed referees.

J. D. Simpson vs. J. Burbridge, settled.

Mary M. Orr vs. Jos. Orr, dism'ssed.

M. Billmeyer vs. Hiram Adams, decree for plff. at his costs.

M. J. Cook vs. Lottie O. Davis et al, decree as prayed at plff's cost.

W. H. Malvin et al. vs. Nathaniel Odell et al., decree as prayed at plff's cost.

Ellis H. May vs. John Brown et al., decree as prayed at plff's costs.

W. P. Bissell vs. W. O. Wood et al., decree as prayed at plff's. costs.

E. B. Hess vs. A. M. Dodds et al., decree as prayed at plff's. costs.

L. A. Schnieder vs. S. Mulliken et al., decree as prayed at plff's. costs.

L. A. Luckhbll vs. M. A. Nicholson et al., partition ordered and land ordered sold at private sale.

L. H Taylor vs. J. McFall et al., decree as prayed and property in Iowa ordered sold at public sale at not less than $900.

Sarah E Kenny vs. Jas. E. Kenny et al., decree of partition, land ordered sold at private sale.

A. H rmeir vs Henry Hunt et al., decree as prayed at plff's. costs.

M. J. Hopkins vs. E. J. Hopkins, decree of divorce as prayed upon filing original notice showing service on deft.

Celia Conway vs. Wm. L. Conway, dismissed.

W. M. Sawyer vs. J. M. Brayton et al., dismissed.

Ella M. Durham vs. Chas. N. Durham, decree of divorce as prayed.

H. E. Sherwood vs. J. M. Brayton, dismissed without prejudice.

CRIMINAL

State vs. Frank Burrington, dismissed on motion of county attorney.

State vs. W. H. Brayton, dismissed.

State vs. Aldrich, deft. failed to appear.

State vs. George Sands, deft. sentenced six months in penitentiary. E. C. Perkins allowed $10 attorney fee.

PROBATE.

Est Jos. Holbert, will admitted to probate, Alma W. Holbert and Margaret Dittmer appointed administrators, bond, $8,000.

Est. Christina Horenell, claims against Agnes Smith allowed for $85.82.

Est Ann McCauley, final report approved, ex dis.

Est. John Speen, rep't of referees approved.

Harry C. Loomis, et al. grd. rep't approved except to payment to ward of $25.

Est. Ann D. Goedkin, will admitted to probate, John Goedkin appointed ex. bond $200.

Est. Jamina Wilson, admitted to probate; Nicholas Wilson appointed ex.; bond $100.

Est. Edwin Popham, will admitted to probate; A. B. Wheelese appointed ex., bond $2,000.

Est. H. C. Crosier, will admitted to probate.

Est. Mary A. Denton, ordered that the estate be sold at private sale, at not less than appraiser value; W. C. Cawley, G. S. Lister and Calvin Yoran appointed appraisers.

Est. Aley Loyns, final report approved; dis missed.

Est. Geo. F. Pound, court found, that ward was 21 years old on July 21, 1899.

Hannah V. Waters, report of guardian approved; F. B. Blair appointed grd ad litem.

Est. Mary A. Davis, est. ordered sold; F. E. Richardson, C. E. Smith and G. G. Pierce appointed appraisers.

Est. Jane Ballard, claim of Bronson & Carr for $116.40 al'wd.

Est. Ann B. Robinson, final rep't approved; dis.

Est. E. F. Robinson, rep't approved.

M. L. Summers, grd's rept. approved.

Est. Wm. Porter, notice served by posting, hearing fixed for 2nd day next term.

Edith S. Hunt, grd. final rep't approved, admx. discharged.

A. Nachtman, grd. report approved.

Est. Thos. Kenny, final report approved; admx. discharged.

Est. G. C. Bradford, notice served by posting, hearing set for 2nd day next term.

Est. M. Mangerich, rep't approved, admx. disch'd.

Arthur Fay, grd. authorized to pay interest to ward's father.

J. Guthrie, grd. rep't approved

Henry Hoelter, grd. rep't approved.

Est. M. L. O'Meara, final rep't approved.

Est. C. Meyen, final report approved.

Est. Elizabeth Wheatly, final report approved, guardian discharged.

T. J. Hodges, grd. final rep't approved, grd. dis.

Merley Reed, grd. report approved.

M. D. Lutes, grd. report approved.

R Robinson, grd. report approved.

Est. J. G. Cookeley, final report approved.

Est. R. Montgomery, final report approved.

Est. Sarah Gleason, will admitted to probate.

Est. M. Brayton, final report approved.

Est. E. Miller, final report approved.

Est. C. Wendell, final report approved; ex. dis.

Est. M. M. Mellen, final rep't approved, ex dis.

Est. F. J. Shull, hearing set for 2nd day next term.

Est. Perry Sisson, rep't approved.

Dana Bowan, guardian's rep't approved.

Eugene Ellis, guardian's rep't approved.

Est. Joseph Long, appraisers ordered as prayed.

Christopher Smith, grd's. rept. approved.

Est. Charles Grommon, final rep't approved, bond discharged.

John Kohl, guardian appointed.

Est. Margaret Acers, annual report approved.

Est. A. J. Hazelrigg, will admitted to probate.

Bert H. Durey, guardian authorized to lease farm subject to the court's approval.

John Meyers, grdn. final rep't approved.

Est. Julia Kingsley, court authorized to distribute $1,200.

Est. R. L. McFarland, hearing set for 2nd day next term.

Est. W. H. Burbridge, report approved.

Anna Wheeler, guardian's rep't approved.

Est. James Russell, widow all'd $500.

Est. N. J. Wolcott, final report approved, adm's. discharged and bond released.

Crows.

There is some reason for calling an owl the bird of wisdom, and yet there is cause for wondering if the crow is not mentally his superior. Crows are not disheartened by the gloom of late autumn. If the fog is too dense to fly through it, they rise above it or trot about the ground, discussing the situation with their fellows. Is this speaking too positively? I have long been familiar with an observing man who has lived all his days within sight and hearing of crows. He claims to understand their language and can repeat the "words" that make up their vocabulary. Certainly crows seem to talk, but do they? Does a certain sound made by them have always the one significance? Year after year I have listened and watched, watched and listened, and wondered if my friend was right. He believes it. I believe it—almost. Are there limitations to ornithological interpretation? And is this an instance where truth is unattainable?—Lippincott's.

LOCATING A COUPLET.

A Familiar Quotation Ascribed to Butler is Placed.

Few popular quotations have more engaged the pens of critics than the following:

For he that fights and runs away
Will live to fight another day.

These lines are almost universally supposed to form a part of "Hudibras," and so confident have even scholars been on the subject that in 1764 a wager was made at Bootle of 20 to 1 that they were to be found in that inimitable poem. Dodsley was referred to as the arbiter, when he ridiculed the idea of consulting him on the subject, saying, "Every fool knows they are in 'Hudibras.'"

George Selwyn, who was present, said to Dodsley, "Pray, sir, will you be good enough, then, to inform an old fool, who is at the same time your wise worship's very humble servant, in what canto they are to be found?"

Dodsley took down the volume, but he could not find the passage. The next day came, with no better success, and the sage bibliophile was obliged to confess "that a man might be ignorant of the author of this well known couplet without being absolutely a fool." Butler has indeed two or three passages somewhat similar. The one that comes nearest is the following, in "Hudibras," book 3, canto 3, verse 243:

For those that fly may fight again,
Which he can never do that's slain.

The fact, however, is that the couplet, thus erroneously ascribed to the author of "Hudibras," occurs in a small volume of miscellaneous poems by Sir John Mennes, written in the reign of Charles II.—Exchange.

Letters In Spain.

A German correspondent in Spain writes that unless letters to or from that country are registered not one in five reaches its destination, and that unless the postmen, who have no salary, get at least a cent for each letter delivered by them they boycott those who refuse to pay and keep their letters.

The mother's heart is the child's schoolroom. Any feeling that takes a man away from his home is a traitor to the household.—Weekly Bouquet.

By the Governor,

A PROCLAMATION.

Pursuant to Law, I, LESLIE M. SHAW, Governor of the State of Iowa, do hereby proclaim and make known that at the general election to be held upon the Tuesday next after the first Monday in November proximo, the same being THE SEVENTH DAY OF NOVEMBER, A D 1899, the following offices are to be filled by the vote of the electors, to-wit:

By the vote of all the electors of the State.

The office of Governor of the State of Iowa;

The office of Lieutenant-Governor;

The office of Judge of the Supreme Court, in the place of Gilford S Robinson;

The office of Superintendent of Public Instruction;

The office of Railroad Commissioner in the Place of Edward A. Dawson.

By vote of the electors of the several legislative districts named hereinafter:

The office of Senator in the General Assembly from each of the twenty-nine senatorial districts as follows:

Second District which the counties of Van Buren and Jefferson constitute,

Third District, which the counties of Appanoose and Davis constitute;

Fourth District, which the counties of Wayne and Lucas constitute;

Fifth District, which the counties of Union, Decatur and Ringgold constitute;

Sixth District, which the counties of Taylor and Adams constitute.

Eight District, which the counties of Montgomery and Mills constitute:

Eleventh District, which the counties of Warren and Clarke constitute;

Fourteenth District, which the county of Mahaska constitutes;

Fifteenth District, which the counties of Marion and Monroe constitute;

Sixteenth District which the counties of Madison and Adair constitute;

Seventeenth District, which the counties of Dallas, Guthrie and Audubon constitute:

Nineteenth District, which the county of Pottawattamie constitutes;

Twenty-third District, which the county of Jackson constitutes;

Twenty-fourth District, which the counties of Jones and Cedar constitute;

Twenty-fifth District, which the counties of Johnson and Iowa constitute;

Twenty-sixth District, which the county of Linn constitutes;

Twenty-seventh District, which the counties of Webster and Calhoun constitute;

Twenty-eight District, which the county of Marshall constitutes;

Thirty-first District, which the counties of Story and Boone constitute;

Thirty-second District, which the county of Woodbury constitutes;

Thirty-third District, which the counties of Buchanan and Delaware constitute;

Thirty-sixth District, which the county of Clayton constitutes;

Thirty-ninth District, which the counties of Butler and Bremer constitute;

Fortieth District, which the counties of Allamakee and Fayette constitute;

Forty-first District, which the counties of Mitchell, Winnebago and Worth constitute:

Forty-third District, which the counties of Cerro Gordo, Franklin and Hancock constitute;

Forty-sixth District, which the counties of Plymouth, Cherokee and Ida constitute;

Forty-seventh District, which the counties of Kossuth Palo Alto, Clay, Emmet and Dickinson constitute;

Forty-ninth District, which the counties of Sioux, O'Brien, Lyon and Osceola constitute:

The office of Representative in the general Assembly from the several counties and representative districts, as follows:

In each of the districts composed respectively of the counties of Clinton, Des Moines, Dubuque, Lee, Linn, Polk, Pottawattamie, Scott and Woodbury, two Representatives:

In each of the districts composed respectively of the counties of Adair, Adams, Allamakee, Appanoose, Audubon, Benton, Black Hawk, Boone, Bremer, Buchanan, Buena Vista, Butler, Calhoun, Carroll, Cass, Cedar, Cerro Gordo, Cherokee, Chickasaw, Clarke, Clayton, Crawford, Dallas, Davis, Decatur, Delaware, Fayette, Floyd, Franklin, Fremont, Greene, Grundy, Guthrie, Hamilton, Hardin, Harrison, Henry, Howard, Iowa, Jackson, Jasper, Jefferson, Johnson, Jones, Keokuk, Kossuth, Louisa, Lucas, Madison, Mahaska, Marion, Marshall, Mills, Mitchell, Monroe, Montgomery, Muscatine, Page, Plymouth, Poweshiek, Ringgold, Sac, Shelby, Sioux, Story, Tama, Taylor, Union, Van Buren, Wapello, Warren, Washington, Wayne, Webster and Winneshiek, one Representative.

In each of the following districts one Representative, to-wit:

Fifty-seventh District, being the counties of Monona and Ida:

Seventy-fifth District, being the counties of Wright and Hancock;

Seventy-sixth District, being the counties of Pocahontas and Humboldt:

Eightieth District, being the counties of O'Brien and Lyon

Eighty-first District, being the counties of Emmet, Osceola and Dickinson;

Eighty-second District, being the counties of Palo Alto and Clay;

Ninety-first District, being the counties of Winnebago and Worth.

And I do further proclaim and give notice that at said general election the office of Senator in the General Assembly from the Thirty-fifth District, constituted of the county of Dubuque, is to filled by vote of the electors of that county, to succeed Francis E. Malloy, deceased.

Wherefore, All electors will take due notice, and the Sheriffs of the several counties will take official notice, and govern themselves accordingly.

In Testimony Whereof, I have hereunto set my hand and caused to be affixed the Great Seal of the State of Iowa, this second day of October, in the year of our Lord one thousand eight hundred and ninety-nine, of that of National Independence the one hundred and twenty-fourth, and that of the State of Iowa the fifty-third.

[SEAL] BY THE GOVERNOR:

G. L. DOBSON, Secretary of State. LESLIE M. SHAW.

SHERIFF'S PROCLAMATION.

To the Electors of Delaware County, Iowa:

In pursuance of the law and the proclamation of the Governor of the State of Iowa, as found above, I, R. W. Fishel, Sheriff of Delaware County, Iowa, do issue this further notice to the voters of Delaware County:

That in addition to the above-named officers to be voted for at the general election to be held on the Tuesday next after the first Monday in November, A. D. 1899, being

Tuesday, November 7th, 1899,

the following named officers will be voted for in said Delaware County:

A Representative, in place of B. A. Baker;
A Treasurer, in place of L. Matthews;
A Sheriff, in place of R. W. Fishel;
A Superintendent, in place of I. T. Eaton;
A Coroner, in place of H. H. Lawrence;
A Supervisor, in place of S. P. Carter.

It is Ordered That the polls on said Tuesday next after the first Monday in November, 1899, be opened in the several precincts of said county at the hour of eight o'clock in the forenoon, and closed at the hour of six o'clock in the afternoon, under such rules and restrictions as are provided by the statutes of the state.

Whereof, The electors of the county will take due notice and be governed accordingly.

In witness whereof I have set my hand this 16th day of October, 1899.

R. W. FISHEL,
Sheriff of Delaware County, Iowa.

Real Estate Transfers.

For week ending October 30, 1899.

Pedee Stevens to Cornell College, lot 24, Manchester. Subject to life lease by grantor $1500 00

Henry Cline, et al, to Nancy A. Cline, n 11 acres