

# County Correspondence.

## PRAIRIE.

Mr. and Mrs. Ed. Lyness visited friends at Ryan Friday.

Loretta Barry visited friends in Manchester last week.

Mrs. Wm. Hines spent Sunday at the home of her mother at Mont.

Mrs. E. Douglas is a guest of friends at West Branch, Iowa.

Mrs. R. Davis and family of Middlefield visited friends here Tuesday.

J. J. Welch visited friends near Winthrop Thursday and Friday.

Mr. and Mrs. Will Flannigan were Ryan callers Friday.

Lillian Stewart spent Saturday and Sunday with her parents in Manchester.

Grace Ward of Lamont is a guest of Rosetta McElroy.

Daisy Mulvihill and brother, Emmett of Masonville visited friends here Monday evening.

Mrs. Elva Clow of Masonville spent Friday at the home of her father, Mr. Ellsbury.

Ed. Amis has rented the Bushnell farm, and will move there this fall.

Frank Lawrence is in South Dakota.

John Spang and family departed for their new home at Elgin, Ill., Saturday.

J. Lundon was a Winthrop caller Wednesday.

Owen McMahon is building an addition to his house.

Mrs. H. Bushnell is on the sick list.

## BAILEY'S FORD.

Jay Lillibridge and wife visited at S. Shaw's Sunday of last week.

Loren Ellege departed for Dakota last Wednesday morning.

Thos. Given of Fenestrick, Minn., visited his daughter, Mrs. Cora Lillibridge, part of last week.

Earl Hamilton accompanied Loren Ellege to Dakota.

Miss Iola Kaster is attending school in Manchester.

Will Smith and wife visited at the home of Cyrus Beebe Sunday of last week.

Messrs. and Mesdames R. E. Grommon and Jay Lillibridge attended the I. O. O. F. anniversary at Delhi last Thursday.

Jay Lillibridge attended the stock sale at Waterloo last Friday.

Ed. Hays was in Manchester last Friday.

Baker Hersey, G. B. Davis and Mrs. Clara Conner have purchased hand separators.

J. G. Daker is on the sick list.

## EAD'S GROVE.

The Ead's Grove L. A. S. met with Mrs. Bessie Bunker on Thursday, October 8th.

Mrs. Thos. Parkinson returned from a few days visit at Maynard Friday.

W. J. J. Edmunds and J. J. J. J. were among those who attended the Tuesday evening.

Henry Parkinson and Samuel Benjamin of Volga were visiting relatives and friends in this neighborhood last Saturday and Sunday.

Albert Frestress is driving our mail wagon now-a-days.

While returning from Greeley last Saturday, L. G. Clute had the misfortune to have his buggy overturned by the wind and Mr. Clute was dragged some distance imprisoned in the buggy top. The frightened horse was finally caught by a nearby farmer and L. G. escaped with a few painful bruises.

Born—to Mr. and Mrs. Cass Davis last Thursday, October 6, a baby girl.

Miss May Smith from Spring Branch visited friends in this vicinity last week.

Miss Nettie Fowler came up from Manchester to spend Sunday at the parental home, Miss Gertie, returning with her.

## LAMONT.

G. M. Hickox was a passenger to South Dakota Monday to look after his land.

D. H. Finch was at Waterloo, LaPorte City and other points and returned Monday of last week.

Born to Mr. and Mrs. Newman Sheldon a son October 6, 1903.

Miss Nellie Carpenter of Elkader has been visiting at her uncle Jud Jenks. She and Mrs. Jenks went to Britt Thursday to visit relatives.

Mrs. Harris of Greeley returned home Monday after a visit with her sister Mrs. E. Martin.

Mrs. Lake is improving from the stroke of paralysis she had last week.

Prof. Wm. Ludley of Manchester gave a gramophone entertainment at the M. E. church Friday evening.

Charles Hawley came home to visit his parents from Kansas. He has been assistant engineer in the surveying gang which was surveying the Neb. Kan and Gulf Ry in Kan.

Mr. and Mrs. Wm. Garland were at Manchester Tuesday.

John Whitmarsh was over from Strawberry Point Monday.

James Carr was a Manchester business visitor Tuesday.

E. A. Von Oven transacted business at Manchester Wednesday.

Miss Clara Bracher came home Wednesday from Finley Hospital to visit her mother, brother and sister.

Frank Sharp, C. F. Ross, Henry Sharff and Frank Brown went to Ladysmith, Wis., to look at land prospects.

Arthur Ludley of Manchester was in town Monday on business.

George Kressel has bought Geo. Bracher's half in the lumber firm here.

Harley Sutton and Dr. Brady went to Cedar Rapids Monday.

George Hoskins and wife and son, David and wife, of near Strawberry Point visited at the A. W. and R. C. Richmond homes Wednesday.

Married, October 9, 1903, at 8:00 o'clock Thursday evening at the

bride's home, Miss Amy Allison, to Arthur L. Nicholas of Waterloo, Reg. Taylor officiating. They are at home at Waterloo.

A good many people from abroad came to attend the Allison-Nicholas wedding.

The young people tendered a surprise party on Loren Brown before his departure as also did the Odd Fellows and Rebekahs.

George Bracher is moving to Washington to go in the lumber business there. We hate to part with such a good neighbor and business man. He has made great improvements in Lamont.

W. B. Smith returned home from the south Tuesday where Mrs. Smith is trying to regain her health.

## DELHI.

Frank Segar was down from Almond Monday.

E. P. Porter shipped a carload of snags last week.

S. M. Chase has had his house and other buildings newly shingled.

Mrs. Helen Orthberg of Dakota is visiting her parents Mr. and Mrs. Bensley.

Ed Heath and wife from Redoga, California, are visiting old friends at this place.

Mrs. Reuben Price of Milford, Iowa, is visiting Mrs. D. S. Corbin.

Mrs. Will Stoner of Edgewood spent last week here with her parents, Mr. and Mrs. R. Holdridge.

Don Fraser is visiting his parents and many friends at this place.

Mrs. John Wheeler, Mrs. Byron Clark and daughter Olive were shopping in Manchester Tuesday.

Mrs. F. A. Doolittle is suffering with a badly sprained ankle, the result of a fall.

John R. White and son Roy leave this week for Fairbault, Minn., to visit relatives.

Mission meetings have been held all the past week at St. John's church.

Frank Stimson has a sister from the west visiting him.

The M. E. Aid Society meets Wednesday afternoon with Mrs. House.

The I. O. O. F. celebration held at this place last Thursday was a decided success between seven and eight hundred people enjoyed the fine dinner and supper. And the church was crowded to the door to listen to the exercises made being compelled to remain out side.

John and Henry Lillibridge were guests at the poor farm Friday.

Mr. and Mrs. Howard Blanchard were shopping in Manchester Saturday.

Mr. and Mrs. Bert Peterson of Hawkeye are visiting in town.

## DYERSVILLE.

Fred Buckman of Manchester visited relatives here the first of the week.

Ed Poles of Colesburg went to Manchester from here the first of the week.

John J. Schacherer and wife of Edgewood were guests at the Schacherer home in this city Wednesday.

William Schemmel came down from Buena Vista and spent Sunday with his family.

William Bohnenkamp of New Vienna left for Richland county, N. D., from this point Tuesday. He will look at land with the intention of buying.

Anton Mairose of Worthington was here Tuesday.

Ed Budden was down from Petersburg Monday.

Will Malvin was down from Colesburg Monday.

John Schneider transacted business in Manchester Monday.

Mrs. Catherine Krapf is visiting in Cedar Rapids this week.

Born, on Friday, October 2, 1903, to Henry Kraemer and wife, a baby boy.

Mrs. A. Limback and daughter, Eva, went to Cedar Rapids Wednesday morning for a visit at the home of John A. Limback, a son and brother. They will also attend the carnival.

L. B. Stranger of Union township, Delaware county, this week made a shipment of 2,100 pounds of honey to the Sioux City house, making over two tons of sweet that he has sold this season. The honey nets were over ten cents per pound. Mr. Stranger started in the spring with 35 swarms, which have been increased to 75 swarms at the present time. He still has several hundred pounds of honey for shipment, and expects that the season's product of the apiary will amount to fully 5,000 pounds.—News-Letter.

## HOPKINTON.

L. A. Daniels is visiting at Greeley and Manchester this week.

Miss Nellie Pierce went to Manchester last Saturday for a visit with relatives.

B. Beal was down from Manchester Tuesday.

Mark Sheldon was here from Manchester last Friday night. He was looking after a few fine horses for shipment.

R. G. Brooks was at Manchester Tuesday in attendance at the annual meeting of the Delaware County Farmers' Mutual insurance association.

Mrs. S. P. Carter with the convivance of a few friends worked a surprise party on her large old Tuesday evening. The occasion was the blanketed birthday anniversary of the honorable mayor, but we are not going to give the actual number of years that have passed over his head, though his premature gray hairs would lead a stranger to believe that he had gotten a fairly good start in life. Of course Mr. Carter was decoyed down town by a pretended meeting of the trustees of the Presbyterian church, and of course his good wife was sorry, etc., that her husband was not able to stay at home and enjoy the comforts of the fireplace. It was the same old game,

and the innocent victim was roped in just the same as many a fellow sufferer has done before him. The deluge of rain kept a number of the guests away, but the goodly number that did brave the elements just had a tiptop social evening, and his honor, the mayor, seemed to enjoy the event as much as anyone. Social chat, games, refreshments, and the usual diversions were indulged in.—Leader.

## COGON.

N. B. Richardson was in Manchester Friday.

Mrs. C. Smith and Mrs. Thomas McMeel visited Mrs. N. Fuller of Manchester, Monday.

Mrs. A. Andrews returned from a several days visit with her daughter, Mrs. E. T. Grassfield of Manchester Friday night.

Miss Florence Merriam was an over Sunday visitor with her sister, Mrs. George Wilson of Manchester.

Miss Hazel Tucker of Manchester, over an over Sunday visitor with her cousin, J. A. Tucker and family.—Monitor.

## STRAWBERRY POINT.

Fred Kleinsorge of Dundee spent Sunday in this city.

Miss Maggie Henry returned home from Manchester Monday morning.

Bertha Marshall of Greeley spent Friday with friends in this city.

Mrs. J. Densmore returned home from a few days visit in Manchester Saturday.

Miss Donna Lang attended the funeral of her cousin, Harry Butters at Manchester Saturday.

Mr. and Mrs. Ehrke of Lamont spent Sunday in the Kleinsorge home in this city.

Miss Emma Neiderfrank who is teaching school in Thorpe spent Sunday at her home in this place.—Mail Press.

## TAXES.

State. Mfg. paid. mil. mil. Minn. .... 9789 \$ 1,609,751.00 \$164.69 Nebraska... 5586 1,111,008.00 199.00 Minnesota... 7105 1,659,071.30 235.65 Illinois... 10925 4,725,352.37 43.52

## IT WILL BE OBSERVED THAT MINNESOTA,

with 2,614 miles of line less than Iowa, pays \$50,000 more taxes than the roads of this state, while Nebraska, one of the worst corporation ridden states of the West, with 4,183 miles less than Iowa, pays within \$500,000 as much as do the roads in the latter. In Illinois the commission taxes all single and double tracks of main lines, all switch tracks and tracks built to warehouse, factories, etc., including these latter, Illinois has only 10,000 miles of line. In Iowa, all sidings, double track, switch yards tracks and tracks to factories exempted, the estimate of mileage being predicted wholly upon main lines. But if the mileage of Iowa is doubled, making 19,530 miles, and it were assessed on the existing basis, the railroads of the state would still pay \$1,505,848.53 less on 19,530 miles of road than does Illinois on 17,351 miles of road. As stated above the roads in this state escape taxes on everything except main lines, and apparently no account was made of the new mileage constructed in 1902-3, amounting to 452 miles of the double track built in by the Burlington and North-Western. The latter has built a second track from Boone to Council Bluffs, while the former has built from Murray to Red Oak, seventy-eight miles.

As stated before, the assessment of the railroads of Iowa is left wholly to the judgment or discretion of the executive council, of which Governor Cummins has been the chairman for two years. He and the auditor, treasurer and secretary of state are the final arbiters of the amount of taxes the railroads of the state shall contribute to the maintenance of government. It was gleefully proclaimed in the early part of his administration that railroad valuations would receive a boost that would wipe out all existing inequalities, but it has proven to be a mountain laboring and bring forth a mouse. However, when it came to assessing farm values, the governor took quick advantage of a passing pretext offered by a momentary inflation of land values, which now, that the craze has subsided, have fallen off 10 to 15 per cent, to increase the valuation of farms. If anything were wanting to prove the ownership of the leadership of the republican party in Iowa by the corporation, the recent railroad assessment offers ample evidence. Their renegeancy to the agricultural interests is equally betrayed by the same act.

council responded to the cry of the railroad corporations. With what result? An examination of the valuations of farm lands completed by the executive council will show that these lands were boosted from an average of \$35.32 to \$41.12, an average increase per acre throughout the state of \$5.80, or about 17 per cent above the value of last year. Now how much were the railroad properties of the state increased? First, they were valued at about \$20,000 per mile, or less than one-third of their capitalization, upon which they were securing from 5 to 10 per cent. They were assessed for taxation on one-fourth of the valuation, \$5,000 per mile. Last year they were increased from \$20,000 per mile to \$23,000, and are now taxed on one-fourth of this sum, or \$5,324 per mile. Valued originally at one-third of their actual worth they were taxed on one-fourth of one-third of their capitalization. The executive council of which Governor Cummins is the chairman, raised the valuation \$3,000 per mile, which makes them taxable upon about 33 per cent of a one-third valuation, actually about 11 per cent of the actual value, compared with 25 per cent good and strong, on the farms of the state. To understand the favoritism shown the railroads of Iowa in the matter of taxation it is only necessary to scan the following comparative tables, taken, each from the reports of the railroad commissioners of the state named. The table shows the annual amount of tax paid in the aggregate by the railroads of Iowa, Nebraska, Minnesota and Illinois, in each:

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It will be observed that Minnesota, with 2,614 miles of line less than Iowa, pays \$50,000 more taxes than the roads of this state, while Nebraska, one of the worst corporation ridden states of the West, with 4,183 miles less than Iowa, pays within \$500,000 as much as do the roads in the latter. In Illinois the commission taxes all single and double tracks of main lines, all switch tracks and tracks built to warehouse, factories, etc., including these latter, Illinois has only 10,000 miles of line. In Iowa, all sidings, double track, switch yards tracks and tracks to factories exempted, the estimate of mileage being predicted wholly upon main lines. But if the mileage of Iowa is doubled, making 19,530 miles, and it were assessed on the existing basis, the railroads of the state would still pay \$1,505,848.53 less on 19,530 miles of road than does Illinois on 17,351 miles of road. As stated above the roads in this state escape taxes on everything except main lines, and apparently no account was made of the new mileage constructed in 1902-3, amounting to 452 miles of the double track built in by the Burlington and North-Western. The latter has built a second track from Boone to Council Bluffs, while the former has built from Murray to Red Oak, seventy-eight miles.

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Whipped Governor into Line. Des Moines, Oct. 2.—(Special)—Republican apathy in the pending campaign was well illustrated this city, Saturday, when, after two weeks of persistent work by the party heeler and bosses, the distribution of hand bills by the thousands, placarding the streets and resort to the columns of the three daily newspapers, an audience of less than 1,500 greeted Governor Cummins' first speech of the campaign in Des Moines. In the terse remark of a local newspaper man employed on one of the republican dailies, assigned to report the meeting, it "was a frost." A marked and significant feature of the meeting was that three-fourths of the present were men past fifty years of age. These political relics of a time long past were wont in other years to respond in large numbers to every demand for a republican parade. Many of these goodly intentioned old gentlemen are affiliated with the Tippecanoe Club, of this city. In times past this organization was one of the most numerous and potent in Polk county politics, but of recent years death and the creeping on of time's relentless march has seriously decimated their ranks, until at this time, the club exists more as a tradition than as a political force. The speech of the worthy governor was given under the auspices of the Polk County Club. This club was organized about a year ago as a protest against the patricians of the Grant Club. The latter is composed largely of wealthy residents of Des Moines, and aside from gracing political conventions and occasional political speeches as vice presidents and af-

toward quietly appropriating all the credit, is a small factor in politics. Its membership is recruited largely from the comfortable elements, whose liking is more for a good dinner or a savory banquet than for the rough and tumble of political controversies.

The public expression of the governor's his tariff views was listened to with marked attention by the audience, because it was suspected he might take a rap at Congressman "Bob" Cousins, who, at the last state republican convention sought and seized a promediated opportunity to broadly attack the governor for alleged apostasy to the continued existence of a high tariff as affording "shelter to monopoly." But the worthy executive ignored the thrusts directed at his political life by the indolent, but brilliant congressman from the Fifth district. He essayed to reiterate that his convictions on the tariff had not undergone any change since last year, but the noticeable absence of aggression in this direction associated with wearisome efforts to explain the difference between the declaration of a differential tariff between the mother country and the colonies. None more than Governor Cummins knows that the adoption of such a policy would operate disastrously to the agricultural and manufacturing industries of the United States, since it would deprive this country of its best customer for American products. To secure a vindication of the tariff policy these worshippers of protection are unwittingly willing to invoke colossal disaster upon the paramount industries of the United States, little dreaming that all the benefits of such a policy would inure to the farmers and manufacturers of Canada, Australia, New Zealand and India, whose products would be admitted to British ports under a tariff schedule much less than that which would be imposed upon similar products from America, Germany, France and Russia. Though the governor understands this, he is reluctant to declare his belief in the face of a party sentiment either too ignorant to understand or so blind to a fetich that it does not wish to learn the truth.

Not does the governor manifest any reckless disposition to exploit to the public the so-called increase in the assessed valuation of the railroads of the state for taxable purpose. An investigation of the figures shows that while the roads are stocked and bonded for about \$2,000 per mile they are valued at \$23,324 per mile and taxed on an average valuation of \$6,513, just about one-ninth of their actual value as measured by their earning capacity and capitalization. The gross earnings of the roads within the state for 1902 was \$63,134,044.45, as given in the report of the railroad commission for that year, yet they are taxed only \$51,307,950, or \$12,000,000 less than their gross earnings.

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