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Will Labor Get the Raise? (Mall and Breeze.)

Railroad managers are clamoring for a raise in freight rates. The plea is put up that this is in the interest of the laboring men who do the work on the roads.

If the advance would really go to the laboring men there would not be very serious opposition to it. If the men who work on the section at the princely salary of a dollar and a quarter for 10 hours' labor would really find their wages increased say, to \$2 per day, if the freight rate were advanced; if the over-worked clerks who slave all day and sometimes part of the night for salaries that are hardly sufficient to keep them and their families in the humblest sort of fashion could be certain of a comfortable advance in salaries if the advance in freight rates were granted; if the wages of the men who work were given a good boost all along the line with the advancing freight rates—most of the people of the country would be willing to stand the raise.

But there is a well founded impression that mighty little of the advance would go into the pockets of the men who really need it. People have a notion that most of it would be absorbed in additional dividends to the stockholders. If the advance in freight rates is granted there will be an immediate advance in the price of stocks and the manipulators of that kind of securities would reap a rich harvest.

For several years the net earnings of the railroads have been increasing, but so far as I have heard there has been no corresponding increase in wages paid. The men with the shovels are getting substantially the same wages they received 20 years ago, or rather, the foreigners who have taken the places of American workmen because they would work cheap, are getting no more than was paid for American workmen two decades ago.

Now, suppose the Interstate Commerce Commission puts the matter up to the railroad managers this way, that no objection will be made to an advance in freight rates provided that every dollar of additional revenue resulting from the advance must be added to the wages of the laboring men; not the high up officials but to the men who actually do the work, the engineer, firemen, brakemen, conductors, switchmen, machinists, section hands and clerks. That will test the sincerity of the managers. If they will not agree to that it will show that they are trying to deceive the people to obtain money under false pretenses.

Wedded.

Miss Blanch Beamer and Mr. W. A. Halfey were married August 3rd. Blanch was a Chanute girl, the daughter of Mr. and Mrs. Wm. Beamer of this city. Everybody liked her because she was jolly and true, and everybody wishes her all kinds of happiness.

Mr. Halfey is of the firm of Halfey Bros., big drygoods men of Independence. He is said to be a good and highly respected citizen and successful business man of that city. The bride and groom are off on a tour to Chicago and other points. They will reside in Independence.

Good Gas Supply.

The city has made a contract with Mr. Fisher for gas from the new field he is developing south of the city. Mr. Fisher has developed a fine lot of gas in this new territory and the city will not be short this winter or several winters to come, from present indications. The city is to pay Mr. Fisher 6 cents per thousand feet for the gas, delivered in the city's pipe line at the wells. The city will now have to lay about four miles of pipe line.

Taft Recommends a Vacation. (Mall and Breeze.)

President Taft earnestly recommends that all business men take vacations. Pleasant suggestion. But what about the man who is sweating at his job ten hours per day at a wage of \$1.50 per. Really, isn't he as much entitled to a vacation as the man who clips coupons or toils in the stock pit?

It is more wearing on the nerves to watch the track ahead of the engine speeping through the night, hauling its load of human freight or to busily water the corporation soil so that at least two shares of stock may grow where only one grew before?

My opinion is that the reason these financial captains break down is not so much on account of the strain on their mental faculties as on account of the strain on their stomachs. If they did more honest work and abused their digestive machinery less they wouldn't need so many vacations.

So far as mental worry is concerned it would seem that the mental worry of the man who finds at the end of the week that after paying his necessary expenses for groceries, rent and clothing he hasn't more than six bits to salt down in the savings bank and with the prospect that in a few more years he will be too old to hold his job, has a good deal more cause for worry than the fellow at the top with a very comfortable income and a large number of simoleons salted down in good securities.

But it doesn't seem to have occurred to anybody that the man who really does the work and who has to stick to it six days in the week and fifty-two weeks in the year in order to live in the plainest sort of fashion, needs a vacation. But then he does, just the same. He needs and deserves it more than the fellow at the top, known as the successful business man.

The University of Lawrence, Lawrence, Kansas,

Equipment of grounds, buildings and apparatus now valued at \$1,500,000.

Campus of 170 acres; \$100,000 gymnasium; \$250,000 engineering building; one wing of a \$500,000 building for the college of liberal arts and sciences now under construction; also a \$50,000 hospital for the school of medicine; in all twenty-one large buildings.

Nine schools—Graduate; the college; engineering (civil, electrical, mechanical, mining, chemical, municipal and sanitary); fine arts; law; pharmacy; medicine; education and summer session.

New departments in University Extension—Correspondence study, arts and crafts, journalism and democratic science.

Twenty-three hundred and three students in 1909-10; library of 70,000 volumes; faculty of 150 give full time to instruction.

Catalog and other information may be had by addressing The Registrar, Lawrence, Kansas.

Mrs. Jack Cudahy has been granted a divorce. Her husband did not fight her application. The four children are to be turned over to Grandpa Cudahy.

Ballinger is to quit the cabinet about September 15. Possibly, we are inclined to think he has outlived his usefulness in that place.

The Democratic County Central Committee met in Erie Tuesday. Mr. Wooster of the Sentinel was selected as chairman of the committee.

Miss Pearl McDonald went to Erie, Saturday to visit her sister, Mrs. G. E. Pendarvis.

C. T. Likens of Urbana has gone to Seattle, Washington for a good long stay.

Republican County Committee Meets.

There was a meeting in Erie at the Arlington hotel Monday of the new Republican committee and the candidates.

The main business before the committee was the organization. The candidates were unanimously in favor of continuing the old organization and the members of the committee seemed to be also, for when a motion to that effect was made there was not a dissenting vote. By much effort from the candidates and others Mr. Rosberry was induced to serve another term, much against his own personal feelings in the matter. He was simply drafted.

An assessment was made on the candidates to meet expenses. The committee adjourned to meet Sept. 16th. There was the utmost good feeling prevailing and everybody predicted the success of the Republican candidates, all down the line. Why should not the ticket succeed? Neosho county is Republican by 4 to 5 hundred majority, and with complete harmony prevailing and a strong ticket in the field, all the Republicans have to do is to get out and vote.

Frightful Fires.

Great forest fires are raging in the northwest country. Millions of dollars damage is already done and over a hundred lives lost and several hundred people missing, and still the fires sweep on, the puny effort of man to stop its ravages availing little.

Idaho, Montana and Washington are all suffering from uncontrolled fires. Several small towns have been destroyed or, at least, seriously damaged.

The fire is carried forward by strong winds and seems irresistible by puny man.

New Katy Depot.

The Katy has decided to build a new depot in Chanute. Several of the officials of the road were in the city Wednesday and looked over the site and met a delegation of the business men and were driven over the city. The officials here were W. H. Durham, assistant general manager; J. W. Walton, general superintendent; Fringer, principal assistant engineer; J. L. Walsh, superintendent, Parsons division; A. B. Boughner superintendent, St. Louis division. The depot will be built of concrete and will be 40 by 127 1/2 feet.

The present plan is to place it on the north side of the Main street, fronting south. The blue print shows a very nice depot building and we hope there will be no delay about getting it under way. The Katy is entitled to some business from this city and it is about time for her to act like she was interested.

A Good Habit to Cultivate.

There is a tremendous power in the habit of expectancy, the conviction that we shall realize our ambition; that our dreams shall come true, says Orison Swett Marden in Success Magazine. There is no uplifting habit like that of carrying an expectant, hopeful attitude, of expecting that our heart yearnings will be matched with realities; that things are going to turn out well and not ill; that we are going to succeed; that no matter what may or may not happen we are going to be happy.

There is nothing else so helpful as the carrying of this optimistic, expectant attitude—the attitude which always looks for and expects the best; the highest, the happiest—and never allowing oneself to get into the pessimistic, discouraged mood.

Believe with all your heart that you will do what you were made to do. Never for an instant harbor a doubt of this. Drive it out of your mind if it seeks entrance. Entertain only the friend thoughts or ideals of the thing you are bound to achieve. Reject all thought enemies, all discouraging moods—everything which would even suggest failure or unhappiness.

American Freight Rates.

Ask the average corporation baiter to name the greatest oppressor of the "common people" at the present time and he will answer off-hand the very first time: "Why, the railroads, of course. Aren't they grinding down the people with iniquitous freight rates and hasn't the government stepped in and compelled them to suspend their threatened advance until it can be found whether the rates are reasonable or not?"

Bearing on this question of how much the proletariat is "oppressed," Professor McPierson, lecturer on transportation at Johns Hopkins university, has collected exhaustive statistics which he has reduced to terms of every day life. The average man probably believes that if the government will keep the railroads from advancing rates he will get his shoes at least half a dollar cheaper and other things in proportion. Yet a shoe manufacturer located in New England delivers a pair of shoes which retail for \$3 and \$3.50 at the Missouri river for \$1.88 and pays less than a cent and a half freight on the pair. A pair of shoes is carried from the Mississippi river to the Pacific coast or the Atlantic seaboard for a maximum freight charge of 3 cents and an average of less than 2 cents. A suit of clothes is carried from the Eastern manufacturing centers to the Mississippi river all the way for from 2 to 8 cents, and for 10 cents to the Missouri river. Calicoes and similar goods are carried from New England to Kansas City for one fiftieth to one sixth of a cent per yard. The freight on all the garments worn by the average man or woman is only 6 to 18 cents from the New England coast to the Mississippi river and about 2 cents more to the Missouri river (Kansas City).

An ordinary dining room suite—table, sideboard, six chairs and a china closet—pays all the way from 75 cents to \$5 from the manufactory to Kansas City; and other furniture is in proportion. The freight on a fifty-pound sack of flour from the manufacturing centers to the middle and southern Mississippi valley is 8 to 9 cents. Wool is carried from the far West to the New England factory and hauled back to the West as manufacture of woolen goods for a combined freight charge of 5 cents per yard, reducing the wool to terms of yards. The consumer pays from \$1 to \$1.50 per yard and blames the railroads for extortionate freights.

A pair of 75 cents or \$1 overshoes pays a freight charge of less than 2 cents, including the cost of transporting the crude rubber all the way from South America. In all these estimates a small increase, amounting to an inconsequential fraction, covers the difference from the Mississippi to the Missouri river. The railroads get 85 cents for carrying enough wheat to make a barrel of flour from the Middle West farm to Minneapolis and then carrying the flour to the Atlantic coast, where it sells for about \$6. The freight on 100 pounds of sugar from the refinery to the Missouri river is 38 cents. Eggs are shipped from a point 1,000 miles west of the Mississippi river to New York for 2 1/2 cents per dozen, and the Eastern consumer blames the railroads and the tariff for the high cost of living. Along about Thanksgiving time everybody believes the poultry dealer when he says it is the railroads that make turkeys cost so much, yet for carrying 100 pounds of turkey—not a single bird, but half a dozen weighing over fifteen pounds each—from the Middle West farm to New York the railroad gets 13-4 cents for the job; not 1 3/4 cents per pound, but that much for carrying 100 pounds of turkey that will sell for from \$20 to \$25 to the consumer. For carrying dressed poultry from Chicago to

New York, in round numbers 1,000 miles, the railroads get 3 4 of a cent per pound and furnish refrigeration.

These figures show that the railroads are not "grinding the people" nearly so much as many consumers are led by demagogues to imagine. Yet the railroads are the only institutions whose charges have to be reviewed by the government and state authorities, while dealers in other commodities—transportation, for example—absolve themselves in the matter of charges. It is this rank discrimination that is causing capital to think twice before it plunges very heavily in railroad securities and the railroads to think twice before they let loose any more millions for improvements or for increased wages than are absolutely necessary.—Kansas City Journal.

Wheat for the Miller.

(Kansas Farmer.)

The Kansas farmer desires to raise a wheat that will not only give a good yield per acre, but also sell readily upon the market and bring top price. To find such ready sale, it must meet the millers' requirements. We have noticed the erroneous idea that "just any kind of wheat will do as it will make flour," and have come to look for quality in both wheat and flour.

What, then, are some of these requirements? With the possible exception of a few mills in the southern and southeastern portions of this state, the first requirement might be summed up as follows: It should be a good hard red winter wheat of the "Turkey" type free from any mixture, especially of soft wheat.

But, you say, "Do they not make good flour from soft as well as from hard wheat?" Certainly they do, but these two classes of wheat handle very differently in the mill and must also be treated differently in preparing them for grinding. Consequently, if these two kinds are mixed together before reaching the mill, he cannot get best results from either. This condition of affairs obtains in many of the southern and southeastern counties where both hard and soft wheat are being raised. Should such wheat be shipped direct to a terminal market, it would grade "Mixed Wheat" and sell at considerable discount in price when so graded.

There is still an added argument against mixing hard and soft wheat or the growing of such mixture, and this comes up under the next requirement—quality.

What constitutes quality in this hard wheat? The average Kansas miller caters to a 4 supplies trade which demands what they call strength in flour. This so-called "strength" depends upon the quality and quantity of gluten in the flour, the quality being of relatively greater importance than the quantity. As near as one can define it, "strength" in flour is the ability to take up and retain water, and to produce a large, well-shaped loaf with fine, even texture and uniform crust. The ability to do this implies also that the flour is practically free from bran, specks and is sound. To the above qualities in the finished loaf we have only to add good flavor and color and the result is an ideal product.

Because certain properties in wheat are more or less closely associated with characteristic physical appearance, we are able, by critical examination of a sample, to estimate its ability to give certain results. Describing it broadly, a hard red winter wheat for producing a flour of desirable strength and quality should be of clear, hard, dark red color, as free as possible from the softer "yellow berry," or starchy kernels.

Samples of wheat that are lacking a little in plumpness, and consequently of slightly lower test weight, usually produce a stronger flour than samples of the same class that are especially plump and well-filled. However, this brings up another requirement; viz: the yield of flour, or the wheat required per barrel of flour. Since flour is the most valuable of mill products, the question of whether a wheat will give 70 per cent or 75 per cent of its weight as flour is very important.

To say that it requires two pounds more of a certain wheat to make a barrel of flour, seems at first thought a very small matter, but with a 1,000 barrel mill this means 2,000 pounds, or 33 1/3 bushels, more wheat to be ground each day to make the same amount of flour. Of course, with the

To Be Doctored

President Taft has announced his policy as favorable to a reconsideration of the erroneous schedules of the tariff law. That should be satisfactory to all. There are doubtless, some schedules that are not exactly as they should be and with the information secured by the tariff commission they can be put in scientific shape. A new tariff law always meets with more or less opposition till its workings are thoroughly understood and the Payne-Aldrich law is no exception. We think, as we always have, that the law is a splendid law and has some features better than any tariff law we ever had, but believe it needs a little touching up, here and there, in some of the schedules, and believe this touching up should be done by friends of the protective tariff principle and not by its enemies.

We think it was a great mistake when the president and congress yielded to the clamor of the shoe manufacturers and removed the tariff from hides. There also may be a higher tariff on some truss goods than is necessary, but these inequalities can all be smoothed out if men will only act with a spirit of fairness and honor.

lower yield of flour you have a higher yield of bran and shorts, but if flour brings the miller approximately \$2.65 per hundred weight, while feed sells at about 95 cents, it makes a decided difference in the profit whether the 2,000 pounds of wheat is all made into feed or about 75 per cent is made into flour.

Besides good quality, another requirement of good milling wheat is that it be in good condition. It must be free from all mustiness or other bad odors, and should be sound and dry. If wheat contains more than a normal amount of moisture, or feels damp and clammy, various kinds of damage, such as molding, sprouting, or heating, may result when a large bulk is placed in a bin. Many a good lot of wheat has been seriously injured for milling purposes by lack of proper care in handling after it had ripened in the field. Allowing the wheat to stand in the shock exposed to alternate rain and sun results in the loss of that natural bright color, or bloom, the lowering of the test weight per bushel, and finally to sprouting and molding. Wheat so damaged will not make a good sound flour. The market grade and commercial value are also lower.

Much of this difficulty in regard to condition can be obviated by properly stacking the wheat and allowing it to go through the "sweat" before threshing. Millers are practically unanimous in preferring wheat that has been so handled.

Much more might be said along these lines, but too many details are often confusing. To sum it up briefly, I would say:

1. Get good pure bred seed of the variety best suited to your locality. With the probable exception of the eastern and southeastern counties, this should be a hard red winter wheat of the "Turkey" type, preferably Kharok of Turkey.
2. Grow only this one variety, keep it pure, and encourage your neighbors to do the same thing. Growing two or more varieties practically always results in getting them mixed in the handling.
3. By proper rotation and other good farming methods, keep your land in such condition that it will produce good quality and quantity.
4. Take good care of your crop after it matures in the field. Don't let it stand until dead ripe before cutting, or leave it exposed after cutting, in un-capped shocks, steaning, swelling and sprouting until it deteriorates in value enough to lose two or more grades. Heated grain must not be cut too green and it should be well stacked. If your wheat is threshed before going through the sweat, be careful about putting it in large bulk bins or it may heat enough to damage it seriously.

The horrors of the fires in the northwest forests grow more appalling each day. It is now reported that a thousand lives may be lost and millions of dollars worth of property destroyed.