

YOUNKER BROS

Greatest Mail Order House in the State. DES MOINES, IOWA.

BUYING TIME

If you fail to get a reply to your request for samples in the first mail that comes your way after your letter reaches us, drop in a line. There must be something wrong somewhere or you wouldn't have to wait an unnecessary minute.

Business is on the rush—everybody wants waiting on at once. The mails are crowded and fall buying was never so active. However, our mail order department is well organized and is serving everybody promptly and satisfactorily.

ORDER FROM THESE

We commence this October sale with the swiftest line of English and French costume cloths. Venetians, Tailor Checks, Homespun, Cheviots, Scotch Suitings, in nobby effects, for correct tailor made gowns, traveling costumes and bicycle suits—48, 50, 52, 54 inches wide—at 75, 85, 98 cents, \$1.19, \$1.25, \$1.39, \$1.50, \$1.75, \$1.98, \$2.25, \$2.50, \$3 and \$3.50 per yard.

NEWEST GOLFINGS

Younkers' extraordinary showing of the new reversible golfings is beyond the reach of cold type. It's an elaborate display of striking plaids and rich novelties, and the October sale gives all an opportunity to obtain these extremely swell creations at a less price than they could be had later in the season—50, 75, 98 cents, \$1.25, \$1.39, \$1.50, \$1.75, \$1.98, \$2.25, \$2.50, \$3.00, \$3.75, \$3.98 and \$4.50 per yard.

PECKHAM & BATES, Want Second Hand Furniture. Will pay Highest Cash Price. CORNER CENTER and CHURCH STS

WHY NOT PATRONIZE READ'S TOWEL SUPPLY? As every person uses towels in their office and business house, and it will furnish clean towels every week in any number wanted for the price of the usual price of laundry. Leave orders at No. 1 East Linn, or order by postal card. W. L. READ.

ICE!! THE STAR ICE CO.

Is ready at the old stand to furnish patrons with the best of clear ice and the promptest service.

REMEMBER The Star Ice Co. FOR GOOD ICE. E. O. CARLINHOUSE, MANAGER. 33 NORTH CENTER. OLD PHONE 279 NEW PHONE 17

Why

You should bring your work to us. Largest amount watch and jewelry work. Highest paid watchmaker. Watch repairer and time inspector for three rail roads. A special clock repairer.

R. W. Chamberlain

Coal Tar FOR SALE!

MARSHALLTOWN Light, Power & Ry. Co. Office 326 South Third Avenue. Telephone 146. GAS RANGES.

Bowling Alley AND Bagatelle Table.

Borchardt & Olson 604 SOUTH THIRD AVENUE.

ON RAILROAD POOLING

Chairman Knapp Argues For Repeal of the Present Anti-Pooling Law.

Says Railroad Competition is Discrimination and Asks for a Uniform Rate.

His Views Given Before the Industrial Commission—Other Evidence Taken.

Washington, Oct. 6.—Legislation repealing the anti-pooling law and the Sherman anti-trust law, so far as it operates to prevent contracts and agreements between the railroads, was recommended before the industrial commission by members of the interstate commerce commission. It was urged that these laws should be repealed and that the railroads should be given full liberty to enter into agreements to regulate freight rates subject to regulation by the interstate commerce commission or some other authority.

The ground on which this recommendation was made was that it was in the interest of shippers and the general public to have railroad rates fixed and uniform, which was very difficult of attainment unless the roads were allowed to agree as to traffic and rates. Competition among railroads for freight, it was pointed out, operated very differently from competition among sellers of commodities. In the words of Chairman Knapp of the interstate commerce commission, "competition between railroads is discrimination."

Chairman Knapp explained that competition between railroads for freight would only result in discrimination in favor of some shippers over others, and the shippers who would get the benefit of the concessions would be those who had the most freight, in other words the trusts and combinations, while the small dealers would suffer. He said that the anti-pooling law and anti-trust laws, as far as they related to railroads, were against the good of the average citizen, but he would not be in favor of repealing them without legislation that would give the government power to correct abuses.

He said that only a small part of the territory and population of the United States was so situated that they could have competition between the railroads. The service throughout a large part of the United States was a monopoly, and while the utmost freedom of contract between buyers and sellers of property was desirable, it was difficult in respect to railroad transportation, which was not property, but a public service, for which uniform charges were wanted and for which each person should be charged the same as every other person. "You can't have individual freedom," said Mr. Knapp, "without monopoly in public service. You can't have equal treatment and at the same time have competition."

Mr. Knapp charged that he did not believe the anti-pooling law and the anti-trust laws had been of a particle of benefit to a single farmer in the United States, from Maine to Texas, or to any other average man. It only benefited those who had received concessions. In those sections of the country where the railroads were consolidated and competition had been practically eliminated the interstate commerce commission received few complaints of unequal treatment by the railroads, while the service was improved and the charges reduced.

Another reason was that the roads had begun to realize some time ago that the course they were pursuing would be disastrous to them and to their stockholders, but a letter which the Baltimore & Ohio railroad sent to the commission last December announcing that it would not make any discrimination after January 1 and counting on the commission to aid in keeping other roads from doing so, had had a good effect. Rebates were no longer openly granted, but secret methods were resorted to of giving one shipper an advantage over another. The methods by which this could be done were almost limitless. Sometimes it was by charging full rates on interstate business and granting concessions on business within state lines. At other times it was through commissions, the purchase of supplies, imperfect weighing, false bills of lading or a discrimination in the classification of goods between different shippers.

Government ownership of railroads Chairman Knapp regarded as undesirable. One of the most serious objections to it was that it would not prevent discrimination. Discriminations to individuals would cease, but there would be grave danger of discrimination against communities as a result of government control.

He did not regard the issuing of free passes by the roads as an evil of the first magnitude as compared with freight discriminations, and yet it was one of which he did not believe there was any excuse.

Interstate Commerce Commissioner Juson C. Clements followed Chairman Knapp. He said that in almost every case of discrimination between competitive points and a non-competitive point there were two rates. The rate to competitive points was too low and the rate to the non-competitive points was too high. The effect of this was disastrous to the small towns between railroad terminals. This effect was most noticeable in the southeast section of the United States, where this system was carried out to the greatest extent. He did not agree entirely with Chairman Knapp as to the elimination of competition. He was afraid it would tend to increase rates, but pooling might be allowed, subject to proper regulations.

Commissioner C. A. Prouty was the last witness yesterday. In his opinion nothing so contributed to build up trusts and combinations as did discriminations in freight rates, and he did not

believe any great trust could be formed or could continue to exist if perfect equality in freight rates should be enforced.

TRADE IS MAINTAINED. Bank Clearings Indicate no Diminution of Full Business.

New York, Oct. 6.—Bradstreet's trade review will say tomorrow:

September bank clearings returns confirm early advices of the maintenance of the country's general trade and productive industry in exceedingly large volume. When it is recalled that owing to holidays and other circumstances, the number of business days in September was the smallest of any month except February, the fact that the aggregate clearings at seventy-six cities exceeded seven billion dollars, were larger than those of August and nearly as heavy as those of July are evidence, in absence of any particular activity in stock or other speculation, of the immense volume of business which was done. The total clearings for nine months this year aggregate a sum greater than the entire 1898 total, though there are three months yet to elapse before the year is complete.

The annual report of the New York clearing house shows that the aggregate bank clearings in the year ending with September were the heaviest ever known, exceeding by nearly nine billion dollars the record total of 1891, and this, too, in the face of the fact that New York City bank clearings more accurately represent legitimate business transactions than at any previous period.

The aggregate clearings at seventy-six cities for the month of September were \$7,038,982,211, a gain of nearly 2 per cent over August, of 25.6 per cent over a year ago, and of 27 per cent over 1897, while they are slightly more than double those of September, 1894.

As indicative of the fact that the expansion in the country's business is of a particularly even and steady character, it is further noted that the gain at all cities. Gains by groups of cities for September are more pronounced than were those for August. The heaviest gain by any group is that made by the far western cities, 40 per cent, followed by the New England and middle states' cities with gains respectively of 30.8 and 25.5 per cent, and at a longer distance still by the western, southern and northwestern cities by gains respectively of 25.7, 25.3 and 24 per cent.

As compared with the nine months returns of 1898, this year's returns show a gain of 41 per cent; are 72 per cent larger than those of 1897, are 111 per cent heavier than in 1894 and 55.6 per cent heavier than in 1892.

FIRE WRECKS THE LEONA.

Malloy Line Steamer Burned at New York Pier.

New York, Oct. 6.—The Malloy line steamer was partially burned and sunk at its wharf in East river last night. The cargo, consisting of tobacco and 8,000 bales of cotton, and valued at \$250,000 to \$300,000, is a total loss. The insurance is unknown.

It is believed that the Leona, which sailed from Galveston on September 27, caught fire at sea several days ago, since which time it has proceeded at full speed, with battened hatches, for this port. At 3:30 in the afternoon the Leona came racing up East river to its pier, where haste was made to debark the passengers and open the hatches. An hour later an army of men was vainly fighting a fire in the steamer's hold. Finally the ship was scuttled.

As soon as the Leona made fast to its pier, about 4 o'clock, the officers of the vessel, commanded by Capt. Wilder, ordered the members of the crew to try to put out the fire in the hold without calling the fire department. This was soon found to be impossible and an alarm was sent in.

By 5:30 o'clock ten streams were pouring from fire engines and six streams from fire boats. The firemen had a hard time to get at the flames, as the boat came into its dock stern foremost, leaving the burning portion toward the water.

The fire was at first confined to the forward hatchway. The hatchway being lifted, a tremendous volume of smoke came out, making it impossible for the firemen to see. Soon the vessel began to list to starboard, settling as it did so.

At 6 o'clock about seventy firemen, with the chief and deputy chief, were on the boat working to keep the fire from spreading toward the stern. It was found to be beyond the efforts of the firemen and an order was given to open the fore and aft port holes in order to allow the water to enter and make the vessel settle.

The water already pouring into the boat was managing to run along the bilge keels until it had reached aft and the ship showed evidence of listing still further to starboard. Most of the firemen finally left the ship by sliding down a hose which was fastened to the wheel. About half a dozen men who were on the starboard side of the boat were unable to get to the pier, and kept right on working as if there was no danger. When the vessel commenced to sink, slowly but surely, until with a final list it went down, these men were thrown into the water. Deputy Chief Duane and Fireman Thomas FeFarland had to battle for life and were rescued with difficulty. Duane was dragged out more dead than alive. Several of the fire boats engaged in the work of rescuing the firemen were nearly carried down by the sinking of the Leona.

At 7:30 o'clock last night a report that shook the deck plates forward showed the presence of a fire. The fire was in the forward hold. Another report came at about a fifteen-minute interval, and a third in about ten minutes. The explosions were not serious enough to cause a further inflow of water. At about 8:15 the flames were under control at the main hatchway and work was confined to the forward hatch. The flames were so persistent that they were not under control for a long time and a fire boat's hose was kept playing until a late hour at night. The cause of the fire is a mystery.

ABOUT THE BOER ARMY

A British Correspondent Describes It as Disorganized and Wholly Undisciplined.

Joubert's Forces Characterized as an Unorganized But Determined Mob—Well Mounted.

Great Britain Buying Thousands of Horses and Mules in America.

London, Oct. 6.—The following dispatch from a correspondent who has been at Bloemfontein and Pretoria has been telegraphed to the Chronicle:

Christown, under Majuba Hill, Tuesday.—I have just crossed the frontier in a truck which was placed at my disposal by Commandant General Joubert, who reached the frontier today. General Joubert said he deeply regretted the impending war, which he had done his utmost to avoid. He wonders that Queen Victoria never answered the letter he addressed to her on the situation. I notice everywhere a general devotion to the queen and a pathetic belief that she will stop the war. General Joubert still believes in a South African confederacy under an English protectorate, and attributes the present crisis to Cecil Rhodes and Mr. Chamberlain. His last words were: "I leave it now to God. It may be His will that the Transvaal shall perish. I can only do my part." The general was enthusiastically welcomed at the Boer camp. The Boers are undisciplined and unorganized and their ambulance arrangements are very defective. The commissariat is fairly good. A majority of the Boers are unwilling to fight, but are quietly content. They will overrun Natal, attacking it from both sides in the neighborhood of Ingogo or Ladysmith.

The Boers are much afraid of laffite shells and machine bullets. They maintain a high reputation for shooting. They have no uniform. All complain bitterly at being compelled to leave their wives and children and farms at the mercy of the Kaffirs. There is much confusion in the camp. Heavy rains have slugged the country, and the roads are impassable. Oxen and tents are mixed up together. There is no excitement or loose firing.

It is difficult to say exactly, but I suppose there are 6,000 men in the Sand river laager, and others are continually arriving. The horses are in excellent condition. I saw only five guns of a heavy French pattern. The heliograph is constantly working on the heights. Despite the heavy rain the grass is still dry and all the forage and wood required must be supplied from a distance. The country, both open and rocky, is well suited for operations of irregular cavalry.

There are no English troops here except one outpost, which is stationed at Majuba Hill. But I am not allowed to telegraph information as to the movements of the English troops. The Boers deprecate the aid being given to the British in the Transvaal as if they were savages. They have constructed a few earthworks to defend the railway and hold a good technical position. They complain, however, of the lack of locomotives and the difficulty of working a single line.

The Daily Telegraph's correspondent at Newcastle, Natal, sends in his paper a similar message to that sent by the correspondent of the Daily Chronicle. He says he is sure that half of the Boers will offer no serious resistance to the British troops. He was in command of the Natal river, and made no preparations, and it is doubtful if it can put a thousand men in the field at present. Thousands of the outlanders are unable to leave the Transvaal, and their territory is so great that many of them have joined the Boer levies as the best means of escape. Johannesburg can offer no serious defense if attacked, and Pretoria, despite its five forts, is hopelessly weak. Practically the whole Boer population has been called to arms and the result is a strangely armed and armed guerrilla mob of 20,000 or thereabouts. It is declared that their defective German cartridge cases have all been recalled and fresh ammunition made in America is being substituted. Thousands of the burghers are attired in Khaki and Puggarees, so it is difficult to distinguish them from the British troops. Friday the Boer government arrived at the conclusion that the real danger of British attack lies on the Natal side, and thousands of men who had been sent in the direction of Delagoa Bay and Rhodesia were recalled and dispatched toward Standerton and the Natal river. I am satisfied that Gen. Joubert has 15,000 men between Standerton and Volksrust, and am positive that he will invade Natal with that strength. Certainly serious and bloody actions are impending as soon as the Boers have recovered from the fatigue of travel. There is no doubt, however, that the women and children will be well treated, as will also probably unmarked citizens.

HORSES BY THE THOUSANDS.

British Government in the American Market for Large Purchases.

New York, Oct. 6.—Agents of the British government are now in this country picking up horses and mules by the hundred and are arranging for speedy shipment. New York dealers say that 12,000 horses and mules are to be bought for use in South Africa. Some are to be shipped from the gulf ports, others from New York. It has long been known that American horses are meeting especial favor abroad, but it was not hitherto understood that our stock was so highly regarded as this action of the British war office would seem to indicate.

"As to mules," said a dealer, "we have already exported them to South Africa from here, and the British war office must have noticed of what value they have been. Not many mules have gone abroad, and especially to South Africa. It is true, but enough to make them popular there. For one thing, the mule is never troubled by the tsetse fly, so prevalent in Africa, and the British war office must have noticed of what value they have been. Not many mules have gone abroad, and especially to South Africa. It is true, but enough to make them popular there. For one thing, the mule is never troubled by the tsetse fly, so prevalent in Africa, and the British war office must have noticed of what value they have been. Not many mules have gone abroad, and especially to South Africa. It is true, but enough to make them popular there. For one thing, the mule is never troubled by the tsetse fly, so prevalent in Africa, and the British war office must have noticed of what value they have been. 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