

# The Trade We Have...

we hold, what we haven't we are after it. Easy to sell Columbia Bugles. Why? Because every Columbia that goes out helps to sell more. Saturday there was a young man came in and said: "I must have a Columbia just like you sold my chum." You may be sure he got one. I will receive another shipment today. See them here,

## GEO. W. DAVIDSON

226 and 228 SOUTH MARKET ST.

### LARGEST IN WORLD

#### MONSTER BATTLESHIP NOW BEING COMPLETED AT THE NEW YORK NAVY YARD.

Thousands of Mechanics Converting Yard Into Greatest Shipbuilding and Repair Shops in the World — New Equipment.

The biggest battleship ever projected is now being completed at the New York navy yard and thousands of mechanics and laborers are converting the yard into one of the greatest shipbuilding and repair shops in the world. Other jobs that would have been considered impossible as government ventures five years ago are under way.

Within the last year miles of railway tracks have been built in the yard, shops have been constructed for various classes of work, heretofore done by private corporations, modern machinery has been installed at a cost of millions and the general appearance of the reservation has been changed so that the yard is rather a gigantic industrial establishment than the mere ships' landing place it used to be.

#### Coaling Facilities.

The new coal storage and coal handling and facilities building is nearly ready to be turned over by the contractors to the government. It is situated on made land jutting out into the East River from the Cob Dock. It was constructed for the purpose of coaling all classes of naval vessels "while they wait"—that is, as fast as their bunkers can receive the fuel and in as many coal holes at once as exist. Simultaneously it coals trains on the wharf which supply the navy yard buildings. At the same time it unloads coal barges to supply its bins. The shed is 350 feet long and 80 feet high. The top of its electric crane, or tower, running on steel tracks on top of the shed, is 160 feet high. The bins are arranged in diamond shape along the peak, with diagonal bottoms, so that coal can slide down in trolleys. The normal capacity of the shed is 10,000 tons of coal, and it is really unlimited.

#### Many Miles of Railway.

Twenty-five miles of railway track are completed in the yard, with men still laying rails. The rolling stock consists of two forty-ton locomotive cranes, eight ten-ton locomotive cranes, some three-ton locomotive cranes, and many freight and debris cars. Already there is talk of trolley cars to convey officers and men about the yard and save much time now wasted in long walks by several thousands of people. The heavy locomotive cranes require specially heavy tracks which are being laid where needed. The railway crosses the north end of the big slip on a drawbridge. Just outside is a large Pennsylvania freight house, but no necessity has yet arisen for connecting it to tracks, as loaded cars are brought to the yards on car ferries from Jersey City and elsewhere. Still, connection can be had at any time with the trunk line systems entering New York.

#### Immense Floating Derricks.

The locomotive cranes are supplemented by a 100 ton floating derrick crane, a 60 ton floating derrick crane and other smaller derricks on floats. The big derrick crane is 90 feet high 65 feet above water. The overhang of its arm beyond the pontoon is 45 feet. Recently it pulled out some of the battery wall and piling to make room for the down in Connecticut. The shed is slid into the East River when launched. Having accomplished that, it took out the turrets of the battleship Indiana, after the sixty ton crane had taken out her guns and loaded them on barges. The great electric cantilever crane overhanging the Connecticut and handling the materials of her construction is 513 feet long and 140 feet high. It is 92 feet high to the cantilever arm which has a total width or spread of 211 feet. At 65 feet from the centre it lifts 15,000 pounds; at 60 feet it lifts 300,000 pounds, etc. It is run by electric power introduced by a wire from the power house. It is the largest crane in the world.

#### The First Battleship.

The Indiana was the first battleship built for the American navy. In consequence she is considerably out of date and orders were issued to rebuild her up to modern requirements. The naval constructor, Commander W. J. Baxter, decided that this could be more conveniently accomplished at the wharf than in the dry dock. In consequence she has been dismantled by floating derricks. Her turrets will be rebuilt on the wharf while her new guns are being made at the Washington Navy Yard. She will have new boilers, electric and sanitary plant, plumbing and ventilation. There will be a rearrangement of quarters. Her eight inch turrets will have an electric drive and her thirteen inch turrets a steam drive. By November she will go back into commission a practically new 11,400 ton battleship.

#### New Ordnance Building.

A new ordnance building is being completed on the north end of the Cob dock, which, by the way, is nearly one-half of the navy yard. The ordnance building is 300 feet long, 60 feet wide

and 31 feet high. It will be used as a storage house for combustibles, shells, torpedoes, ammunition, etc., with facilities for handling them.

The cruiser Chattanooga, which was seized in the Nixon shipyard is nearing completion. She was 81 per cent. done on May 1. She is a sheathed cruiser of 3,500 tons and 4,700 horse power. She is 292 feet long, 44 feet beam and 15 feet 9 inches draught. Her speed will be 16 1/2 knots. She is sheathed with yellow pine and copper below the water line to prevent her bottom from fouling in the tropics and to relieve her from the laundry process in the dry docks. She is one of six cruisers known as the Denver class of which the Denver, Des Moines, Cleveland and Tacoma are already in commission, and the Galveston is nearly done at the Norfolk yard.

Pushing Work on the Connecticut. Shipwrights are building the heavy wooden track alongside, on which the world's biggest battleship, the Connecticut, is to be launched some time between now and autumn. When completed the track will be hauled out, floated behind the battleship, and fastened on the piling now being put down. On the wharf alongside workmen are constructing her big twenty-seven-foot turrets. Near by men are making shapes, angles, and channels at the shears. The twenty-five-ton balance rudder is being put in its steel frames in the foundry. The eighteen ton struts, which uphold the ten-ton screws, are already riveted in place. A squad of men, who look like flies on a molasses paper, are putting the finishing touches to the great ram, which will have a force of nearly 2,000,000,000 foot tons when the 16,000 ton Connecticut steams at 18 knots.

The upper deck, 44 feet above the keel, is laid. The rail will be put up next, four feet higher. The military top will bring up the height of the vessel to 90 feet, on a level with the top of the three smokestacks, and the signal and wireless mast will extend up to 140 feet. On the starboard side men are making the boat cranes. The sixty-four guns are being cast in the Washington Navy Yard. The four-cylinder triple-expansion vertical engines are ready on hand, ready to produce 16,500 horse power. The tubular boilers are almost completed at Bayonne, N. J. Most of the armor plate has arrived from Pittsburg.

Larger Vessels Contemplated. Inside the Connecticut workmen are riveting in the water-tight compartments and testing them as fast as completed, and plumbers are installing the sanitary plant of drainage pipes and salt water fire-quenching outfit. There are 800 men at work in the yard on various parts of the battleship, which, besides those mentioned, include, templates beams, castings of iron and brass, stem and stern post, valves, air pumps, magazine light boxes, forgings, etc., for finishing in the machine shop; furniture, etc., all of which shows where two-thirds of the eight millions go to make the battleship, over which some people are fusing because of the success of one lone Japanese mine.

The three battleships of the Connecticut class ordered by congress are 500 tons larger than the next largest class, Bangler contemplates two vessels still larger.

#### MAPLE GROVE.

Maple Grove, June 2. — The entertainment and ice cream upper given at the school house was a decided success and was enjoyed by all present.

Miss Estella Wilson returned to her home in Unionville Tuesday, after a visit with relatives at this place.

D. Epperly and family of Udell, spent Sunday here.

The people from this place attended Memorial services in Moravia Monday.

Mr. and Mrs. J. L. Dodd visited a few days recently with Mr. Dodd's parents.

Clyde Patterson and Miss Ona Hicks from Moravia, spent Tuesday evening at this place.

Mr. and Mrs. Harl Hicker and family visited relatives near Derby Saturday.

Mr. and Mrs. Long spent Sunday with their son, C. H. Long, at this place.

Miss Elsie Asteln is staying this week with Miss Gladys Miller.

Luke Dodd was a business visitor east of here recently.

Mrs. Allie Pence visited with Mrs. S. F. Pence a few days ago.

#### ELDON.

Eldon, June 4. — Mr. and Mrs. Frank Jaques, of Des Moines, are visiting relatives in this city at the home of T. J. Jaques.

Mr. and Mrs. Walter Quigley, Thursday, June 2, a boy.

### NAME CANDIDATES

#### REPUBLICANS OF LUCAS COUNTY MAKE NOMINATIONS AT THE PRIMARIES.

Charlton, June 4. — (Special) The republicans of Lucas county held their primaries in every precinct yesterday and polled a splendid vote considering the fact that the farmers are behind with their work and some of them unable to leave their fields at this time of the year. The day passed quietly although there was not a little rivalry for the nominations a ticket was named which will receive the support of every republican in the county and will cause no hard feelings even among the defeated candidates.

The principal fight was on the nomination for clerk and county attorney. H. C. Dillman, the only candidate for auditor, received the entire party vote, and E. Lewis, S. M. Green and Howard Cubertson were named for committeemen in Charlton without opposition. All the precincts have reported except one in Whitebreast township and one in Liberty township, which will have no effect upon the general result. Exclusive of these the result of the voting was as follows:

For clerk of the courts—  
Geo. F. Carpenter ..... 671  
W. F. Graham ..... 371  
W. J. Marshall (Russell) ..... 360  
H. B. Murray ..... 325  
J. C. Seward ..... 149  
For recorder—  
Andy J. Holmes ..... 1,282  
J. M. Mikesell ..... 216  
Fred C. Wood (Forger) ..... 313  
For county attorney—  
L. B. Bartholomew ..... 360  
C. E. Connor ..... 205  
J. D. Threlkeld ..... 420  
E. S. Wells ..... 792  
For member board of supervisors for district No. 2—  
T. Hogue Roberts ..... 488  
A. M. Wheeler ..... 329

#### Township Ticket.

For justice of the peace—  
J. L. Brown ..... 176  
H. Leinen ..... 265  
Leonard Manning ..... 344  
E. H. Storie ..... 411  
For constable—  
E. C. James ..... 132  
John Lundeen ..... 299  
J. P. Martin ..... 109  
H. C. Waynick ..... 319  
J. T. Williby ..... 84  
J. B. Wayland ..... 267

#### Assessors Make Reports.

The assessors of the various townships have made their returns and from the general report compiled by Auditor Dillman some interesting facts may be gleaned. The actual value of the new buildings which have been erected is \$717,977.

There are 1,242 dogs. (We would have estimated the number at about 4,000.)

There are 1,331 men over 45 years of age who are subject to poll tax and 1,916 under 45 years.

There is less stock in the county this year than last year. Including horses, mules, cattle, sheep, swine and goats, there are 58,836 head, valued at \$1,080,242 as compared with 64,112 head last year valued at \$1,247,817.

The following is a list of the stock and the valuation:

	Num.	Value.
Colts, 1 year old	997	\$27,795
Colts, 2 year old	922	43,532
Colts 3 years and over	5,542	334,591
Stallions	40	11,387
Mules and asses	423	28,727
Feeding cattle	1,079	36,374
Heifers, 1 year old	3,887	49,303
Heifers, 2 years old	2,627	43,576
Cows	9,918	205,678
Steers, 1 year old	5,671	94,415
Steers, 2 years old	2,537	62,580
Steers, 3 years old	91	3,018
Bulls	558	18,178
Sheep, over 7 months	6,758	16,489
Swine, over 6 months	18,350	17,082
Goats, over 6 months	504	1,257

There are 1,553 vehicles, including bicycles, valued at \$37,098. There are moneys and credits amounting to \$909,409. The merchandise is valued at \$297,771 and other personal property at \$56,033. The total valuation of the personal property is \$2,409,771.

#### ALBIA.

Albia, June 4. — The rest room in the new court house will be vacated this week and furnished as planned in the building was first completed. It has been used continuously since the first of last November for offices and others could be secured, which has at last been accomplished and the W. C. T. U. will now fix the room for its original purpose.

James McCahan, wife and children are in Albia for a few weeks' visit with relatives and friends.

Miss Elsie Clarkson left for Ottumwa last night to be the guest of friends there for several days. Mrs. Clarkson expects to leave soon also for a visit with her sister.

Miss Annie Currie, of Mt. Ayr, was elected to fill the vacancy in the high school caused by the resignation of Miss Retta Jackson. Miss Currie is a graduate of Iowa college, Grinnell, of the class of 1902. She was a good student in that institution, a fine musician and one of the most popular young women in the social relationship.

Thos. Teas, who moved from this place to a farm near Girdley, Kansas, last autumn, is here for a visit with relatives and old friends.

Yesterday afternoon many friends gathered at the home to show their sympathy for the sorrowing ones and to pay their last respects to the memory of Dr. James Roberts, who passed away Wednesday at 10:45 a. m. The pall bearers were prominent business men who have been his friends during his long residence in Albia. The beautiful floral offerings were by the outward tokens of the deep sympathy and love for this bereaved family and the kindly remembrance of Dr. Roberts, who was a friend to all.

G. W. Masters, of Fremont, fell into an open place behind the Wells & Shepherd block recently, and was badly shaken up.

The brick block belonging to Ira Noble, which is now used by Clark Bros. as a feed store, is being repaired. Stone veneering will be used to cover the entire structure, thus rendering it fire proof.

The front of the I. O. O. F. temple is almost in place again. It will be

remembered that this had to be removed some time ago, owing to the inefficiency of its support.

Rev. Wm. Porter returned yesterday morning from Stafford, Kansas, where he attended the Associated Presbyterian synod during the past two weeks.

Boyd Miller, candidate before the republican primary for county recorder, was looking after the political situation in Albia yesterday.

The Ministerial association of this place has asked every clergyman belonging to it, to present the subject of the petition for a public saloon, which may be circulated soon, to their congregations and to ask them to refuse to sign the same.

Mrs. S. D. Ireland is in Ottumwa at the home of her daughter, Mrs. Miller.

#### CHARITON.

Charlton, June 4. — Will H. Lewis has commenced the erection of a new cottage on the corner of Woodland avenue and Seventh street.

Capt. L. A. Hasselquist, Sergt. Joe Best and Corp. W. A. Miller left for Cedar Rapids this evening to attend the state rifle range contest which takes place on Monday.

Invitation have been issued for the nuptials of Miss Emily Eleanor Culbertson to Roy N. Smith of Denver, Colorado. The bride to be is a daughter of Mr. and Mrs. Howard Cubertson of this city. The wedding will take place on Tuesday evening June 14.

The Concordia society met last evening with Miss Alma Clay where they were most highly entertained.

Misses Laura and Carrie Kull left last night for California where they will spend the summer.

There will be services both morning and evening at the Presbyterian church tomorrow.

Mr. and Mrs. George McCormick of Russell visited in the city yesterday with relatives.

"Looking for and Developing the Best in People," will be the subject of the Sunday evening sermon at the Baptist church.

There will be children's exercises at the Christian church tomorrow evening to which all are invited.

Mrs. Nellie Houk came down from Des Moines last evening for a visit with her parents, Mr. and Mrs. S. Bailey.

### WEEK'S TRADE DULL

UNSATISFACTORY SITUATION DUE TO WEATHER AND LABOR CONFLICTS.

Both Dun's and Bradstreet's Reports Say the Market is Noticeably Quiet. — Small Orders for Structural Material—Failures Numerous.

New York, June 4. — R. G. Dun & Co.'s weekly review of trade today says:

Interruptions of industrial progress by the holiday, labor conflicts and inclement weather again produced a somewhat unsatisfactory trade situation. Yet the money market is easy and accommodation is readily obtained in legitimate business channels. Liabilities of mercantile failures are comparatively small indicating that most concerns have prepared for a quiet season and are able to withstand a period of diminished sales and tardy payments.

No definite change is reported in the iron and steel industry, quotations being barely maintained and new contracts placed with great discrimination. Small orders for structural material are being placed and there is a fair movement in pipe and plates.

Little change is noted in textile manufacturing conditions, primary markets for cotton goods finding buyers proceeding with caution and spinners show increased willingness to consider orders for future delivery. Improvement is maintained in woolen goods, the demand showing greater diversification. Wholesale clothiers exhibit more confidence by making better provision for their needs during the balance of the season.

Commercial failures this week in the United States are 220, against 226 last week, 236 the preceding week and 182 the corresponding week last year. Failures in Canada number 26, against 17 last week, 12 the preceding week, and 24 last year.

Bradstreet's Report. Bradstreet's today says:

Pending a clearer view of the future crop return, general trade in industry is quiet and the verge of dullness. Crop prospects have improved in some sections so that this situation is as a whole still irregular.

The volume of May business both at wholesale and retail are disappointing confirmation of this being found in decreases in bank clearings and in railway earnings from a year ago, while failures were more numerous though less costly than in recently preceding months, while showing increases on a year ago.

Industries Notably Quiet. Iron and steel, bituminous coal, and cotton manufacturing are notably quiet for this season of the year. There are, however, some signs of confidence in future trade. These consist of reports of improved inquiry for fall goods at some western, southern and eastern points, a rather better tone in the shoe and leather industry at the east, active buying at full prices of the new western wool clip, and fairly satisfactory reports from the woolen industry, notably that part dealing with the clothing trade.

Collections partake of trade irregularity, but are still classable as fair. Business failures in the United States for week ending June 2 number 194 against 184 last week, 157 in the like week of 1903, 153 in 1902, 163 in 1901 and 181 in 1900. In Canada failures for the week ending June 20 are against 14 last week and 13 in this week a year ago.

The best thing that can happen to a promising man is not to be called upon to redeem.

### THE TICKET AGENT

#### MOST WORRIED OF RAILROAD MEN, IS GENERALLY EXCEEDINGLY PATIENT.

Some of the Perplexing Questions Asked a Ticket Agent and the Pleasant Task of Answering—What a Reporter is Told.

No wonder railroad men who deal with the traveling public become cross and sometimes cynical; the wonder is they don't find early graves and lose their souls. And some of them do. Of all railroad men, ticket agents perhaps have the hardest lot; they "have their hands full" as the saying is, for men must come and men must go. They deal with all classes of humanity and consequently learn human nature thoroughly, and some of them get so they hate the sight of a face, but not so with the Ottumwa ticket sellers.

It is the American public that can ask more questions and do more un-called things than any other people on the globe. That is what makes the ticket agent's life a round of irritation. That he "is paid for it," as men will say and do, does not ease the burden.

A Cheerful Conversation. Some time since a local agent had an engagement which he desired most heartily to fill and that being the case of course the traveling public was determined on delaying him. And people, somehow, wanted to go everywhere from Maine to Mexico, to New Orleans and to Cuba, to the World's Fair City, to San Francisco and to Honolulu; — why it looked as if Ottumwa folk wanted to go to the four corners of the earth. If you know anything about the ticket agent's job, you know that it takes time to look up different routes to determine mileage, rates, etc. It seemed on that day that people wanted to know everything, but the worst natural question was:

"When does my train come?" "It is due here at 10:30," was the reply of the hard worked railroad man. "At 10:30 did you say?" "Yes."

"It is late?" "It is."

"How much?" "You can see by the bulletin board, can't you? There it is: 30 minutes late."

The woman walked away. "Now why couldn't he tell me about my train without my asking him so many questions and without getting mad? she said to herself. Simply because he had answered that question seven times that day and was so busy just then that he could hardly draw a breath.

Regarding a Woman's Change. This was merely a dialogue of no moment, but the next which came was something unusual. She had been treated outrageously, so she thought and her face was as red as the ribbons on her bonnet.

"I believe sir," she said, when she drew near the window, "that you have made a mistake. You have given me insufficient change."

And, turning to show the agent who was not from Missouri, she struck a mild mannered man in the eye with her umbrella. This gentleman had tried hard to dodge it, but couldn't; and when it struck him he yelled fiercely.

The ticket agent was the only calm man in the house. Sticking a calumny in the eye was a "mere bagatelle," he had seen that performance a hundred times in his life.

"I guess you are the one who is mistaken," he answered the woman mildly.

She counted then grew confused; for she found she was wrong and she also remembered the mild mannered man and the umbrella incident. She recounted her change; then said softly:

"I guess you are right."

Meets Many Characters. She withdrew; but she still blamed the ticket agent, he well knew. And being aware of this and feeling his trouble, he sank into a chair and sighed. He sprang up quickly, however, a moment later when an old man, who looked like a "colony" tried to poke him in the ribs, through the bars, with his cane in order to attract his attention.

"What do you want?" he asked sourly.

"Hey?" remarked the old man, turning his head.

"I say, what is it?"

"Hey?" The old Tennesseean was as deaf as a post.

"What did you say? I want a ticket to Asheville."

"Well, I guess you can get it here," snapped the man behind the window. Then somebody else came up and wanted to know when his train left.

"7:55."

"Is it on time?" "It is."

"Good," said the traveler, smiling; for he was good natured.

Next came a country boy and girl, sweethearts; they realized they were from the country, too, and to hide this fact the young man tried to be witty. Ticket agents hate humor, especially when they are in a hurry.

"My friend, tell us when the west bound train is due, can you?" "I suppose I can."

"Oh, really," said the girl. "Well, suppose you try," came from the young man, but softly, for really he did not wish the man to hear him. Luckily for him he didn't, perhaps.

Then perhaps other questions pour in: "Can you tell me how far it is to so and so?" "I'll tell you in a moment."

"How much is the fare to so and so?" "In a minute comes the answer: '\$18.50.' "Goodness, I can't pay that much. I had no idea it was that much. Surely you are mistaken."

### A Soldier of Commerce

BY JOHN ROE GORDON



Recounting the thrilling adventures of an American commercial traveller in

#### The Russian Empire

Falling in love with the beautiful daughter of a high Russian official, thereby incurring the enmity of her father

who had planned her marriage to a prince, our American gets a taste of the methods of

The Russian Police

You can learn how it all turned out by reading the story which will be printed serially

IN THIS PAPER

THE OPENING CHAPTER OF THIS STORY WILL BE FOUND ON PAGE SIX OF THIS ISSUE.

who are never far away, butted in. "Can you tell me anything about this item?" sticking a clipping at him.

"The man left here last night; or rather, I sold him a ticket last night. That's all I know about it."

The reporter hesitated. "Did he say anything?" "No, why should he?"

"Did he look like he was going to commit suicide?" "I can't tell how a man looks when he is contemplating suicide," answered the tired ticket agent.

The reporter turned away sorrowfully, as the multitude thronged the window and tortured the ticket agent with questions.

There is more catarrh in this section of the country than all other diseases put together, and until the last few years was supposed to be incurable. A great many years ago doctors pronounced it a local disease and prescribed local treatment, and therefore required constitutional treatment. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, Ohio, is the only constitutional cure on the market. It is taken internally in doses from 10 drops to a teaspoonful. It acts directly on the blood and mucous surfaces of the system. They offer one hundred dollars for any case it fails to cure. Send for circulars and testimonials.

Address, F. J. Cheney & Co., Toledo, Ohio. Sold by druggists, 75c. Take Hall's Family Pills for constipation.

SEE A REAL FIGHT. Monkey and Man in Gentry Bros. Circus at Des Moines.

Des Moines, June 4. — (Special) — A real fight between a monkey and a man, something that was not down on the regular program, was pulled off at the afternoon performance of the Gentry Bros. circus in this city yesterday.

"Jerry" the simian during the performance of one of his tricks refused to take his cue from the trainer and when the latter insisted sprang upon him. A battle royal ensued which for a time promised victory for the monkey. The trainer finally secured a hold upon the monkey's throat and "shut off his wind," winning the battle. The trainer had his clothes practically torn from him and his face and body was terribly lacerated.

The program. The program is as follows: President's address— Dr. T. J. Shuell, Parnell, Iowa.

"A Few Things of Interest as Gleaned from the Past Year's Work." Dr. W. L. Downing, Moulton.

"Retained Placenta." — Dr. F. B. Jennings, Moulton.

"The Use of Methods Other Than Medicine in the Treatment of Diseases." Dr. H. S. Homer, Oskaloosa.

"Bladder Drainage." — Dr. G. W. Jones, Keokuk.

Dr. Albert I. Bouffeur, Chicago— Subject to be announced.

"An Unique Case of Gun-shot Inj." — Dr. C. F. Wahrer, Ft. Madison.

"Some Things We Don't Know." — Dr. F. E. Sampson, Creston.

"Early Diagnosis of Tuberculosis." — Dr. L. W. Little, Iowa City.

"Surgical Diseases of Pancreas." — Dr. D. C. Brockman, Ottumwa.

"A Study of