

Lexington Intelligencer.

LEXINGTON, LAFAYETTE COUNTY, MISSOURI, SATURDAY, MAY 18, 1901.

No. 16

HON. ALEXANDER GRAVES.

**A Candidate For Judge of the Supreme Court
And is in The Race to Win.**

HIS FRIENDS URGE HIM TO MAKE THE RACE.

Unusual importance attaches to the next election of state officers, three of whom will be successors to Judges Sherwood, Burgess and Valliant, now, members of the Supreme Court.

It is absolutely necessary that none but strong men should be chosen as nominees of the democracy for the coming election. Strength to the ticket is the chief end in view, and for this purpose none but pure, honest men, well equipped in the law and known to belong to no class interest, should be our nominees. Of such is Alexander Graves.

He is one of Missouri's best and brightest corporation and real property attorneys. He possesses a reputation that is widely known throughout the State. He is a native of Mississippi, where he was born in 1849. At the outbreak of the war he left Centre College, Danville, Kentucky; joined the Confederate army, serving under General N. B. Forrest, and was paroled with him at Gainesville, Alabama, May, 1865; returning to college, he graduated at Oakland (now Alcorn University), Mississippi, in July, 1867; studied law, and graduated at the University of Virginia in June, 1869, since which time he has been in active practice of law at Lexington, Missouri; in 1872, he was elected City Attorney of Lexington, and in 1874 Prosecuting Attorney of Lafayette County, Missouri; he had never been a candidate for or held any other office until elected to the Fort-eighth Congress as a democrat, receiving 1,095 votes against 8,672 votes for John T. Crisp, Independent Democrat, and 243 votes for McCabe, Greenbacker.

We have said Alexander Graves is fond of the law of real property and corporations, but as a lawyer thoroughly equipped on all points, he stands in the very front rank of the profession in Missouri or elsewhere. His success in the municipal bond litigation, in which he represented various counties, has become a part of the history of the State. He has successfully defended more bond cases than any member of the Missouri Bar. Upon questions of constitutional or statutory construction his judgment of the law has almost uniformly been sustained by the courts of the last resorts. Added to natural ability and professional attainments acquired by education and practice he possesses that instinctive sense of justice and faculty of judicial argument indispensable to the successful jurist. Above all we know him to be a man of honest purpose and steadfast in his convictions. For some years past Mr. Graves has not taken any active part in political campaigns, but in the 1900 campaign he took the stump, and with his usual force of argument, rendered valuable service to the National, State and County Democratic tickets.

At the request of many of his friends he has consented to be a candidate, and Lafayette County is to be congratulated in having the opportunity of presenting the name of such a strong man before the next State Convention, and we believe he will win on his merits.

LEXINGTON A GREAT COAL PRODUCER.

An Immense Amount of Money Being Spent in the Improvement of Mines.

Mr. Chas. Evans, state mine inspector has been in the county during the week inspecting mines. Finding several new mines opened up near this city amounting to more than ordinary notice, he wrote for Marsteller who is secretary of the bureau of mine inspection and his assistants, to meet him here, that not only an inspection should be made but the data for his annual report be gathered at the same time. Mr. Evans furnishes us a synopsis of the data gathered for his report.

The Lexington Coal Co. during the year has sunk two new shafts near Lexington and is preparing to sink the third one. These shafts will be known as the Valley Midway and Summit mines. The equipment of these mines will be first class and from their contemplated output as so well arranged, for, most of necessity prove of great benefit to this locality.

The sinking and equipping of the mines has been under the direct supervision of Mr. B. T. Wiley, one of the company's most competent and prudent superintendents. In mentioning the plan and equipment of the Midway mine we shall have described all, as each will be an exact counterpart of the other, except the depth of the respective shafts and the generation of the electric power, which will be confirmed to the Midway or Central Station. The Valley mine reaches the coal at a depth of 87 feet; the Midway at 188 feet and the Summit at 180 feet.

The coal will average 22 inches in thickness, it is of a most excellent quality and will continue to place Lexington in the very fore front in the matter of its superiority for domestic purposes. The shafts are 7x14 feet—three compartments, two of which will be used in lowering and hoisting the cages, while the other will accommodate the pipes, wires and ladder for exit in case of necessity—these ladders are constructed of Norway iron to insure the largest possible factor of safety, even in this small matter of detail.

Reaching the bottom of the shafts, main entries will be found running east and west for one hundred feet on each side of the shafts, these entries are 15 feet wide and 6 feet high; branches from the main entries are then run to the north and south on a curve of fifty radii.

The overcasts follow after plans not only new in our state, but they are of the most substantial nature, the roof rock is 7 feet in thickness and above this is the solid strata the overcasts have been driven from the air shaft over and above the main entries to the south edge of the pillar; thence connecting with the main aircourse. The advantage of such an overcast must be apparent to all in any way familiar with such matters, as it is good for all time and requires no repairs or further attention.

The pithead is 64 feet high composed of solid pieces of timber 12x12 inches. The engine house is constructed of brick with an iron roof in which are a pair of first motion engines, built by the Danville Foundry and Machine Company of Danville, Illinois. These engines in pattern resemble the Litchfield engines but are, I think, an improvement over the latter; the cylinders are 16x32. The drum is double—6 feet in diameter with a 6 foot face, and is so arranged that it can be made to act as one, delivering material to any elevation desired permitted by the length of the rope. By this device no slack rope has to be taken care of.

Boiler houses are of brick, with iron roof and supplied for the present by two boilers, 72 inches by 22 inches, with 26 six inch flues each. These

boilers are steel and are suspended from steel eye beams resting on cast iron columns on an independent foundation, the brick walls surrounding them in no way or manner acting for a support. This is a new feature so far as coal mining equipment is concerned and will prove of great benefit and economy in the event of repairs besides avoiding the injury to walls by expansion.

As the Midway mine will be the central station from which will be transmitted the electric power to operate the other mines, an additional building, 44x30 feet, will be provided for the location of two 150 K. W. dynamos, operated by the Skinner high speed engines. This plant is expected to furnish the power for mining and haulage in the three mines, one of which is 3,800 feet north of Midway and the other 5,200 feet south of the same point.

The fan is 12 feet in diameter and located over a shaft 7x10 feet, of which a space of 7x7 feet will be portioned off for air and 3x7 feet for a man way.

When the three shafts are fully completed the cost of sinking and equipment will reach \$65,000. The mines each have an estimated life for fifteen years, with an average daily output at each of 25 cars per day or a total product of 75 cars per day. In addition to the above may be mentioned a large blacksmith and machine shop which has been erected and provided with all the necessary machinery to build cars and make all the repairs about the mines.

Lexington is to be congratulated upon the completion of these mines and the fine prospect for an increased business. There is no doubt that these mines are fully abreast of the best equipped mines in the state. Everything connected with the work of this company is of the very best, and the equipment of its mines after the most approved plans.

There are a number of mines undergoing marked improvements, but Mr. Evans was unable to report fully upon them this trip on account of important engagements in other parts of the state.

The Trip Abandoned.

San Francisco, May 15.—Secretary Cortelyou at 10 o'clock this morning informed the Associated Press that Mrs. McKinley's dangerous illness has compelled the president to abandon his proposed visit to other states. As soon as Mrs. McKinley's health will permit he will return to Washington by the most direct route.

Secretary Cortelyou also issued the following bulletin as to Mrs. McKinley's condition:

"There has been but little change in Mrs. McKinley's condition since last night. She has gained in several respects and lost in others."

The president will remain quietly at Mrs. Scott's residence today and will not take part in any of the exercises arranged for him.

It is learned that Mrs. McKinley's condition is considered dangerous by the physician attending her. Dr. Rixey and Dr. Hirschfelder were in consultation this morning and another physician will be called in this afternoon. It is very probable that if she recovers Mrs. McKinley will be unable to leave San Francisco by next Monday, when the stay of the presidential party was to have terminated.

School Enumeration.

The enumeration of the Lexington school district for 1901, recently completed by Mr. F. C. T. Brightwell shows the children over six and under twenty years of age to be as follows:

White—Males	583
" Females	597
Total	1,180
Colored—Males	232
" Females	222
Total	454
Grand Total	1,634

THOMAS M. COBB, JR.

The Officers of the 39th U. S. V. Send Expressions of Sympathy to the Bereaved Family.

HEADQUARTERS 39TH INFY, U. S. V. PRESIDIO OF SAN FRANCISCO, CALIF., April 26th, 1901.

Mr. Thomas M. Cobb, Sr., Nevada, Mo.

DEAR SIR:—It is with the greatest sorrow that we, the officers of the 39th Infantry, U. S. Vols., announce to you the unhappy tidings of the death of your son, Thomas M. Cobb, Jr., 1st Lieutenant of this regiment, who died April 15th, 1901, at Honolulu. From the day he joined the regiment he was ever ready for duty, and his cheerful obedience of orders, happy disposition, bravery in the face of danger, and good fellowship, made him the most popular officer in the regiment. Though sick at times with malaria, and temporarily incapacitated for active service last summer, he had entirely recovered and when the ship left Manila he was the picture of health and robust manhood. The smallpox broke out aboard ship, and before we reached Honolulu he was down with the dread disease; carefully and tenderly he was taken ashore April 7th at that beautiful island and put in the care of the United States' surgeons.

One week later he died; and you had lost a son, while we lost a dear friend and companion in arms. Expressions of condolence are always hard to put in words, but we desire to convey to you and your sorrowing family our deepest sympathy in this sad hour of mourning, and express to you the deep love and affection which we bore toward our late comrade, whose untimely death has cast a shadow over your household and saddened our home-coming.

Believe us, dear sir, your sincere friends, who mourn with you in this sad calamity. Yours in sympathy, G. Langhorne, Major 39th Infy, U. S. V., Commanding.

C. H. Hilton, Captain 39th Infy, U. S. V., Adjutant.

Noel Gaines, Captain & Quartermaster, 39th Infy, U. S. Vols.

Mack Richardson, Captain 39th Infy, U. S. V.

J. B. Caughy, Captain 39th Infy, U. S. V.

Edward A. Kregar, Captain 39th Infy, U. S. V.

J. L. Thoreman, Captain 39th Infy, U. S. V.

Frank S. Long, Captain 39th Infy, U. S. V.

Hiram C. Baker, Captain 39th Infy, U. S. V.

Frank Maloney, Captain 39th Infy, U. S. V.

Lauran L. Lawson, 1st Lieut. & Com'g, 39th Infy, U. S. V.

Robert S. Welsh, 1st Lieut. 39th Infy, U. S. V.

Geo. M. Apple, 1st Lieut. 39th Infy, U. S. V.

Albert Merklin, 1st Lieut. 39th Infy, U. S. V.

H. K. Bane, 1st Lieut. 39th Infy, U. S. V.

A. Blake, 1st Lieut. 39th Infy, U. S. V.

Arthur W. Orton, 1st Lieut. 39th Infy, U. S. V.

Gideon H. Williams, 1st Lieut. 39th Infy, U. S. V.

Charles R. Wood, 1st Lieut. 39th Infy, U. S. V.

Charles S. Frank, 2nd Lieut. 39th Infy, U. S. V.

Frank C. Burnett, 2nd Lieut. 39th Infy, U. S. V.

Frank M. Paek, 2nd Lieut. 39th Infy, U. S. V.

Louis Bradley, 2nd Lieut. 39th Infy, U. S. V.

Fred Cook, 2nd Lieut. 39th Infy, U. S. V.

Robert B. McConnell, 2nd Lieut. 39th Infy, U. S. V.

Walter E. Barrett, 2nd Lieut. 39th Infy, U. S. V.

Charles L. Cansler, 2nd Lieut. 39th Infy, U. S. V.

Standard Oil's 480 Per Cent.

The New York World.

The Standard Oil directors have just declared another dividend of 12 per cent.

In March last they declared a dividend of 20 per cent. Thus far in the current year 1901 they have thus far declared profits of \$32,000,000 on their \$100,000,000 of alleged invested capital.

The record of this leviathan among corporations discloses the following amazing facts: Up to June, 1899, the capital of the Standard Oil concern was only \$10,000,000. On that amount it had been paying for eight years dividends ranging from 12 up to 33 per cent per annum. In June, 1899, its capitalization was increased—by a stroke of the pen—to \$100,000,000 of common stock and \$10,000,000 of preferred stock.

From that date it has paid dividends of 30 per cent on the new capitalization of \$110,000,000, of which 90 per cent is inflation:

1899, 33 per cent - \$33,000,000

1900, 48 per cent - 48,000,000

1901, 32 per cent - 32,000,000

Total dividends in 2 years \$113,000,000

which is not yet quite two years since the directors of this combine came together

and voted to multiply by ten its alleged capital investment of ten millions and make it one hundred millions. And within those two years it has already paid \$113,000,000 of profits on the \$100,000,000 of capital investment thus created by the process of dilution.

If the original capitalization of \$10,000,000 had not been thus deluged with water, the dividends actually declared upon it in the past two years would have been 333 per cent in 1899, 480 per cent in 1900, and for 1901—with nearly seven months of it yet to come—320 per cent.

Yet are there people who bug the delusion that Standard Oil's monopoly has immensely cheapened the price of oil. How much cheaper would it be if the Standard oil dividends were 7 instead of 480 per cent per annum on its actual capital invested?

Admiral Kempf of the Asiatic fleet has been ordered to send home three ships, the Concord, Marietta and Castine during the latter part of the coming summer. These with other vessels already sent home makes a reduction of the fleet in Asiatic waters to about 42 vessels.