

MISSOURI NEWSPAPERDOM

Editor Ewing, of the Odessa Democrat, says that prospects are good for an artesian well in that thriving little city. Hence he is very much elated.

The conductors of the Bunceton Eagle report over sixty new subscribers in the week, which is a splendid record. The INTELLIGENCER notes with pleasure the success of its Cooper county contemporary.

Editor Taylor, of the Knobnoster Gem, claims to have been the first to mention the name of Senator Cockrell in connection with the presidential nomination. It is a distinction the Gem man has reason to be proud of.

Carl M. Brosius, of the Clay County Democrat, published at Liberty, sent out a most creditable edition last week. It was a tax-payers edition, printed on splendid paper and handsomely illustrated. Five thousand copies were issued.

J. J. Heiser, the new editor of the Macon Times Democrat, lately consolidated, in a short "Howdy" to his readers promises to run a clean democratic paper, and says he will write what he believes to be right regardless of consequences. This is the kind of journalism Missouri needs.

Editor Dodge, of the Sweet Springs Herald, has made up his mind that his town is going to bore a well, but he is doubtful as to its location. As all country editors fight for their home towns, of course the Herald wants it "inside the corporation."

Hardin Herald: Hickory is in some respects the banner county of Missouri. There is not a single negro—man, woman or child—within the confines of Hickory county. There is not a saloon in the county, and it is a rare thing to find a prisoner in the county jail. Its cells and corridors are empty most of the year.

Under the caption "Big News of the Week" Walter Williams says in his Columbia Herald: Wabash railway buys Columbia-Central branch. Modern \$35,000 hotel to be built on Broadway in Columbia. Girl is paid \$2,000 because promised husband married another. New brick depot planned by Wabash Railway company for Columbia. New buildings in process of erection in Columbia aggregate in number one hundred and fifty.

A dispatch says that John J. Bowman has sold his interest in the Louisiana Times to J. M. Word, who was business manager of that paper. The paper is now owned by J. M. Word and E. E. Campbell, who will conduct it without change of policy. Mr. Bowman retires from the Times to become cashier of one of J. E. Franklin's banks, to be opened at Lake City, Ark. The INTELLIGENCER wishes all of these gentlemen the success they deserve.

Editor Billy Paynter, of the Carrollton Democrat, is dissatisfied with the municipal government of the town. He says: The Missouri Water and Light Company has filed suit against the town of Carrollton for \$2,000 for unpaid warrants issued by the last administration and for the warrants issued by the present administration. Judging from this suit the city is getting in the hole a little deeper every year and, notwithstanding the administrations are promising to get out of debt, they only get in a little deeper every year.

This is the way Editor W. C. Kapp, of the Warrensburg Journal-Democrat, puts it: The democratic officers of Missouri are making a mistake in answering all the twaddle which is spewed out by the unscrupulous republican press. Since the republicans have found out that they can gain attention of and annoy the administration, they are firing accusations thick and fast. Some say if the governor had not given them permission to examine the books they would have said he had something to hide. No doubt they would have said that and more. But they are already saying as much. Everybody in Missouri understands just how much weight to attach to a republican accusation regarding Missouri affairs. Let 'em talk. Ignore them.

John W. Cox, late of the Shelby Index, has bought W. L. Reed's paper at Monroe City. Cox is an all-around newspaper man and has the best wishes of the INTELLIGENCER for success.

Higginsville Advance: Small-pox is again raging in Howard county. The disease has been prevalent there for the past two years, but it was thought to have been stamped out. Two deaths have occurred recently, Daniel Morris and daughter, Lulu.

Jefferson City Press: Senator Vest's recent interview on the political situation in the country is receiving wide circulation and much comment, but in Missouri, just at present, his famous dog speech is also keeping pace with his famous interview. The story told about how Senator Vest and the speech he once made before a jury about a dog has been worked many times in the country papers, but it is good for some time yet.

Paris Mercury: The picture habit is ruining modern newspaperdom and the St. Louis papers are surpassing all in the matter of grotesque excesses. Each day their readers are treated to fresh poses of the Francis world's fair crowd—the same faces, the same whiskers and the same expression of pompous self-consciousness. The Republic is particularly caddish. There is no immediate prospect for relief.

Glasgow Missourian: The news of Capt. Lesueur's contemplated removal to Antlers, I. T., for the purpose of engaging in the banking business, was somewhat of a surprise to his many friends throughout the state, who looked for him to take an important part in Missouri politics in the years to come. Capt. Lesueur stands deservedly high in the estimation of the people of this state, where he won popularity by his ability as a newspaper man, and his valuable services as a public official. We trust that he may find his new home pleasant and his business venture profitable.

Editor Lamkin, of the Lee's Summit Journal, is evidently a little out of patience with the manner in which that town is run. He says: Oak Grove is one of the best towns of its size in the state. Its citizens are pushers from the word go, and when they want any improvement they go and get it and it doesn't take all summer to do it, either. It was decided the place needed telephones and the decision was hardly made before its enterprising citizens were talking to each other over a nice little exchange. Now they propose to connect Hicks City, Doi Mills and other little towns in that vicinity. Lee's Summit has been talking telephone exchange and country lines for two years and is still waiting for some one to come in and build them and then take all the profits.

Says Editor Tatlow, of the Holden Enterprise: Luther Hickman, of Warrensburg, state supervisor of building and loan associations and member of the state democratic committee, is a prosperous merchant, but he was once engaged in a business that he dislikes to discuss even with his intimate friends. A few years ago Hickman decided to branch out in business, so he organized a company for manufacturing a patent hair oil that was guaranteed to straighten out the kinks of the colored folks' hair. A Warrensburg physician, now a resident of Kansas City, was responsible for the patent, and Hickman and others organized the company. A hustling salesman was started down the road and gave free exhibitions on the street. Negroes would swarm around the salesman and would have their hair straightened almost instantaneously. The kinks would remain out of the hair for two or three days and by that time the salesman would be in parts unknown. The salesman got the Hickman firm in trouble one day by using too strong a solution of the hair straightener. A negro discovered, after one application, that all his hair was a total loss. All kinds of law suits were threatened as the negro's hair was actually dissolved, so the Warrensburg capitalists desired to dissolve the business as well.

IMMENSE CONTRACT.

To Move 4,000,000 Tons of Iron and Steel Products.

Sealed, signed and approved in the case of the Wabash railway company's office at St. Louis is a contract for the transportation of 4,000,000 tons of iron and steel products. This immense volume of traffic is to be turned over to the Wabash railway yearly by the Carnegie Steel company on condition that the Wabash own and operate a line into Pittsburg.

When President Joseph Ramsay, Jr., closed this contract he provided that nothing in the way of a combination would invalidate it. When the steel trust took over the Carnegie company, the contract was included in the deal just as much as the plant and other assets of the Carnegie company. In order to reach Pittsburg it was necessary for the Wabash to secure control of the Wheeling, a deal involving the purchase of \$7,000,000 or \$8,000,000 in securities and the construction of terminals at Pittsburg at the expense of several millions more. All of this must be done in opposition to the Pennsylvania's interests. At a time when an attempt is being made to bring all of the large systems into closer relations is this movement a bold stroke of almost incredible magnitude.

Even in these days of large combinations, when deals run up into the many millions and billions, this one ranks among the largest. It is an almost impossible task to get at anything like a conception of the magnitude of the contract. Some of the largest railway systems in the country do not move 4,000,000, including all classes of freight, in a year. With one dash of a pen President Ramsay secured sufficient traffic to support a railroad system. Last year, when its traffic was the heaviest in the history of the road, the Wabash, with a mileage of 2,368, extending from Buffalo to Kansas City through the most important commercial centers, moved only little over twice the amount called for in the Pittsburg contract. In the previous year the number of tons moved by the Wabash lines east and west of the Missouri river amounted to a little over 7,000,000 tons. There was a time when the Wabash officials thought that the property would reach its limit when it moved 4,000,000 tons.

And the earnings resulting directly from the handling of the 4,000,000 tons will scarcely exceed the revenue from other business which the tonnage will bring to the company. It is very difficult to estimate the strategic importance to the Wabash of this great increase in tonnage. It will go to all of its connections with 4,000,000 tons of new business. The western lines in distributing their eastbound business, will give great consideration to the fact that the Wabash has 4,000,000 tons of steel and iron out of Pittsburg. They will want their share of it, and will increase the amount of business routed by the Wabash. With a line into Pittsburg the Wabash tonnage ought to be almost doubled with a corresponding increase in earnings.

The volume of business represented by 4,000,000 tons is not comprehended by considering the abstract figures. It will require from eleven to twelve trains per day with the largest locomotives to handle the business out of Pittsburg. This calculation is based on the supposition that the weather is favorable to the movement of large trains. During the winter the number of trains would be increased to fifteen or sixteen.

Four million tons of this character of freight would fill between 130,000 and 140,000 cars. Put them in trains with locomotives and caboose attached and you will fill a four-track line and the usual amount of siding of such a line extending from Toledo to Pittsburg. If you would stand them on a double-track line they would extend from Pittsburg to Chicago. They would also fill the Wabash from Toledo to St. Louis if it were a double-track line and block all of the yards on the road. Throw all of these cars into a single train, and it would extend from New York through Toledo to a point 100 miles west of Chicago. It would be a train 1,000 miles in

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length. If all of the locomotives were attached to one of the trains, the last one would be passing through Chicago as the rear end of the train left New York.

Fifty years ago, to move 4,000,000 tons from Pittsburg to Toledo in one year would have been an impossible feat. Even twenty-five years ago, no railroad would take such a contract. But the Wabash proposes to distribute it to almost every point in the west, going over its connections as far as the Pacific coast.

Just think of what such a movement of freight would mean in the days of horses and wagons and stage coaches. Within the memory of some of the older citizens of Toledo, a ton would be a two-horse load on the wagon roads from Toledo to Pittsburg. Giving the horse the advantage of all doubts and it would require 4,000,000 teams or 8,000,000 good draft horses to move the Wabash tonnage out of Pittsburg, if it were put into one load. Pile 4,000,000 tons of iron and steel into a wagon train, and start it west out from Pittsburg. Driving each team as close as safety would permit, and about the time the last team walked out of Pittsburg, the first team of the line encircling the globe, would enter Pittsburg from the east. EDWARD B. JONES.

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