

Death of Joseph B. Williams. Joseph B. Williams, a highly respected citizen of this county, died Tuesday morning at 2:30 o'clock at his home about four miles east of Lexington. Mr. Williams was taken ill with acute indigestion yesterday morning about 11 o'clock. His case was serious from the first, and nothing could be done but to relieve his suffering.

Mr. Williams was born in Kentucky, February 14, 1850, and was 64 years of age. He was a prosperous farmer and was held in high esteem by all who knew him. He was a member of the Methodist church of this city. Besides a widow he is survived by four sons and two daughters, as follows: Joseph B. James, Edward, all of this county, and Irvin, of San Francisco, Cal., Mrs. Edward Craig, of near Higginsville, and Miss Mary Williams, who lives at home. He is also survived by one brother and two sisters.

Death of J. W. Tompkins.

J. W. Tompkins died Wednesday afternoon at 2 o'clock at the home of his step-daughter, Mrs. O. B. Starke. His death was due to heart trouble. Mr. Tompkins was 71 years old October 1st.

The funeral services at the grave conducted by Rev. Carl Burkhardt, was held yesterday afternoon at 3 o'clock.

Norborne 25; Lexington 3.

The Norborne High School girls basket ball team defeated the Lexington High School girls basket ball team in the academy drill hall Friday night by the score of 25 to 3.

L. H. S. 6; H. H. S. 0.

The Lexington high school football team defeated the Higginsville football team by the score of 6 to 0, on the academy campus Friday afternoon.

Mrs. Robert Shelby left Wednesday night for her home in San Luis Obispo, California, after an extended visit here with her sister, Miss Pearl Hicklin, and brother, Jack Hicklin.

Mr. and Mrs. Tilton Davis, Jr., went to Kansas City yesterday morning to spend the day.

Saturday Night Cutting Scrape. Saturday night Sam Bullard, who lives at the Aull mines, returned home from town about 7:30 carrying too much of 42's liquid refreshments. He at once started to beat up his wife. His brother-in-law, Arch Lyons, of Kansas City, who was visiting there, interfered and was immediately set upon by Bullard, who drew a knife and slashed Lyons unmercifully. Lyons was cut nearly in shreds. He was brought to town and was attended by Dr. Fred-endall. In the mixup, Mrs. Bullard was also severely cut. Bullard was arrested and lodged in jail.

To the Public.

Since selling my place in Lexington, a report has been circulated that I was going to move with my family to California to live. Such a report is absolutely without foundation and false. My wife and possibly my daughter may go to Santa Barbara, California, and spend the coming winter with my wife's brother, on account of her very weak physical condition, on the advice of her doctor, then return in the summer. I will remain here and practice my profession as best I can and try to accumulate to help her and buy us a cottage next summer. Hoping this fully explains everything I cordially invite all friends to come and see me while I back, and dine with me.

Yours truly,
CLARENCE VIVION.

Raids a Crap Game.

Saturday night while in the act of raiding a crap game in the negro "Dump" west of the Elks Club, Officer Rogers was assaulted by Lum Dorsey. Rogers, who was knocked down pulled his gun and shot Dorsey through both legs just below the hips. Besides Dorsey four other negroes were arrested and lodged in jail. This "Dump" has long been notorious for petty criminals.

Rev. R. N. Allen will preach at Maple Glen schoolhouse Sunday afternoon at 3 o'clock.

Fred Wilmot went to Kansas City Wednesday night to spend today on business.

WHY THE COST OF OPERATING RAILROADS HAS BEEN INCREASED

How the "High Cost of Living" Has Affected the Transportation Companies.

In the previous article the question of what the railroads do with the money they take in was briefly analyzed.

In this connection, it is opportune to remind the reader that nine-tenths of the abuses not only in the railroad world but in the entire field of industrialism were committed in the past and that American Business stands today on the threshold of a new idealism which should mean much for the future. In a great new country like ours, whose growth and expansion has been the marvel of the World, it was but natural that greed and selfishness should frequently show themselves in all lines of business activity and the railroads of course, were no exception. But one by one these wrongful practices have yielded to an aroused public conscience which has not merely affected the business world but which has likewise taken hold of the realm of politics. Time was, not so many years ago, when large corporations were considered the legitimate prey of all who pursued them—and if they sometimes employed like means to protect themselves it must at least be admitted that the provocation was very great. But fortunately these things are past and gone. Never before in the history of the Republic has its politics and its business been conducted so much in the open as today and that every honest corporation in the Country welcomes the change goes without saying. It is therefore needless and futile to encumber the splendid era which lies ahead of us by continually reverting to things that constituted the mistakes of other days.

The Government Ownership Idea.

During the last few years the advocates of the government ownership of railroads have been somewhat persistent in the public press and the matter is referred to here, not with any idea of combating it but merely that the people may briefly see both sides of the picture. So long as a lot of men welcome the wreckings of the railroads on the theory that the government will take them over and that such a state of affairs would be preferable to private ownership it will be impossible to obtain from them a fair judgment of the latter system which now prevails in the United States. It is impossible to go into this great question at any length at this time but here are a few things worth thinking about: much has been said in recent years about the "water" contained in American railroad securities and in this connection the valuation of the government owned railroads of Europe is very interesting. In Germany, the state owned railroads are capitalized at \$114,185 per mile, in Austria at \$120,692, in Hungary at \$69,210, in Italy at \$126,886, in Belgium at \$190,914, in Switzerland at \$102,950, in Roumania at \$90,113, in Japan at \$88,104, in New South Wales at \$71,391, while the privately owned lines of the United States, regardless of what may have been forced into them in specific instances, are only capitalized at \$63,944 per mile. Whatever inflation may

therefore have been put into these properties in the past, the fact remains that their present valuation is much lower than that of the state owned railroads of Europe and what is still more important, the rates charged are the lowest and the service rendered admittedly the best in the World. In this connection, a statement contained in the last annual report of the great Deutsche Bank of Berlin which has a paid up capital and reserve fund of \$75,000,000 is interesting: "American railroads need higher freight rates. Their present rates are the lowest in the World—representing, for instance, but a fraction of the English railway rates—and this in the face of the fact that wages in the United States, on the average are fully twice as high as in Europe." Certainly this view of the privately owned lines of the United States coming from Germany which has the most successful state owned transportation system in the world is worthy of grave consideration.

Letting Well Enough Alone.

In view of these facts, the average citizen may well ask himself whether it is not best to let well enough alone rather than invite other ills we know not of—whether it is not wiser to cure such defects as may encumber the present system rather than run the danger of plunging this mighty industry into the whirlpool of party politics for all time with its attendant opportunity for evil of which the past affords such rich variety of experience. The United States is still a young Country and in many sections only partially developed. Many new lines and extensions are needed here and there to give a wider opportunity to expanding Agriculture and Commerce and nothing could be more unfortunate or disastrous than that these favors could henceforth be obtained only by leave of the dominant political factions which will reign at the National capital in the years to come. Political parties are intensely human institutions and the average cautious citizen will prefer to leave the railroad expansion of the future to the economic law of supply and demand of

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Real Estate Transfers.

Deeds filed in the Recorder's office at Lexington, Lafayette County, Missouri, week ending Saturday, October 10th, 1914. Compiled by Lafayette County Abstract Company, Lexington, Mo., Ike H. Noyes, Manager.

Taubman Realty and Agricultural Co., to Wm. H. Scott, W. D., \$7,200, NW SE NE SW 5-49-27.

Dover Coal Co., to James H. Cather, W. D., \$800, E 1/2 SE 1/4 NW 1/4 16-51-25.

L. W. Page to Wm. A. and Bessie May Scott W. D., \$1,800, S 1/2, lots 1 and 2, block 2, Houx Addition Lexington.

Silas Parker to Macon Parker W. D., \$800, 1-10 int. in estate of Peter Parker, deceased.

Thomas M. Chinn and wife to Julius Stoll W. D., \$110, lot 4, block 1, Chinn and Rechterman Sunny Slope Add. Mayview.

Katherine and Cornelia S. Ludwigs to Lena C. Wilcoxon, W. D., \$200, lot 12, block 53, First Add. Lexington.

Henry Williams to Dolly Ann Ragsdale, W. D., \$1.00, lot 12 block "A", Anderson's Ad. Lexington.

Dolly Ann Ragsdale to Dennis Davis, W. D., \$100, lot 12, blk. "A", Anderson's Addition to Lexington.

Carl L. Ristine and wife to Lewis Curtis, Q. C. D., \$200, 46 2-3 ft. off N. ends lots 7 and 8, block 38, First Add. Lexington.

Wm. H. Booker and wife to Carrie Hollins W. D., \$1.00, and 2-3 int. in S 1/2 S 1/2 lot 11, south lot 12, block 49, First Add. to Lexington.

Carrie Hollins and husband to Wm. H. Booker W. D., \$1.00, all int. in S 1/2 S 1/2 lot 11, S S 1/2 lot 12, block 49, First Add. to Lexington. Lot 6, block 3, McGirk's Add. Lot 6, block 3, Buckingham's & Cos. Addition, N 1/2 lot 7, block 3, McGirk's Add. Lexington.

Mr. and Mrs. Albert Weber went to Kansas City Tuesday morning for a few days' visit. Miss Lucy May Payne returned Monday evening from a visit in Chicago.

Firman White returned to Kansas City Tuesday after a visit here with relatives.

Rev. F. E. Gordon returned to Kansas City Tuesday evening after spending a few days here on business.

Winter in California.

The Chicago & Alton have on sale daily Round Trip Tickets to Los Angeles, San Diego or San Francisco. Many attractive features, such as diverse routes, long limit, etc. For further information see S. A. Vermillion, Higginsville, Mo., ticket agent C. & A. R. R.

Marriage licenses have been issued to:

- Fritz H. Oetting Concordia
- Rosa Brackman Concordia
- Fritz Kleffmann Concordia
- Emilie Meyer Concordia
- Haddon C. Stosberg Higginsville
- Rose B. Goring Higginsville
- Dean E. Downing Fayetteville, Mo.
- Frazier Dalton Odessa

Dr. and Mrs. D. H. Carnes of Albuquerque, N. M., left yesterday evening for New York after a visit here with the family of William Aull, Sr. Mrs. William Aull, Sr., accompanied them as far as Kansas City for a visit.

Albert Young went to Kansas City yesterday to spend the day on business. His daughter, Miss Elizabeth, and Miss Elizabeth Eckle accompanied him for a few days' visit.

Mrs. S. O. Hall, Mrs. George Taylor, Mrs. B. R. Ireland and Miss Agnes Wilson left Tuesday morning for California, Mo., where they will attend the meeting of the Presbytery.

Miss Ollie Dammann and Miss Maxine Stalling of Concordia arrived Monday evening for a visit here with the family of Mrs. D. Stalling.

Mr. and Mrs. J. M. Drummond and little son left Tuesday for their home in Little Rock, Arkansas, after a visit here with relatives.

The Missouri Pacific passenger train on the river route was unable to make its regular run Saturday morning, owing to a washout near Dover.

Going Somewhere?

Try a Chicago & Alton Home-seeker's Ticket. You can buy them to many points in Western States. See S. A. Vermillion, Ticket Agent, Higginsville, Mo., who will gladly give you further particulars.



Far Seeing Farmers Know the Value of a Silo.

And they're the boys that are knocking down the dollars as a result of their foresight in putting one up. If you could just take a hike over the country and see the thousands of Silos on farms that were not there even two years ago, you would get an object lesson on the value of these great feed savers, that you would not soon forget.

Ten acres of corn put into a Silo will feed 27 steers or cows for six months, and fatten or produce a flow of milk equal to summer pasture. Isn't that better than you can do with 40 acres under the old system?

And when we can furnish you the best Silo on the market at a price less than many inferior Silos, isn't it up to you to give us your order?

We're ready to talk Silos any time you are. Are you ready now?

Lambert Lumber Co.
Lexington, - Missouri
Fred T. Hix, Manager.



If our advertising will but serve to bring you here for a personal investigation of our merchandise—our merchandise will bring forth your purse, willingly.

Likewise the service rendered here and your ultimate satisfaction—which, by the way, we are sure enough of to guarantee—will bring you back again and again to our mutual advantage.

KUPPENHEIMER CLOTHES
at **\$20, \$25,** or up to **\$30.00**

Stier Clothing Company

One Price Plain Figures

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