

# THE LACLEDE BLADE.

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## WASHINGTON LETTER

### Our Regular Correspondent Discusses Railroad "Dry" Valuation

Will he speak? Won't he speak? What will he say if he does speak? All these questions are being asked by the anxious public and the much more anxious railroad managers all over the country as to the railroad plans of the president. Up to date he has given no indication of what he intends to do in the announcement line. The president may make some sort of an announcement at any one of the occasions when he speaks in public in the course of the next month. But he seems in no hurry to make any more extensive statement of his position than he has made already.

The railroad situation is complicated just now beyond question. There has been the greatest slump on in the history of Wall Street. The railroads are curtailing improvements, and there is the threat of a big strike on in the west that if it becomes a reality will tie up about 95,000 miles of trackage and affect directly and indirectly half a million men. But there is a serious question in the minds of the president's closest advisers as to how far the slump in Wall Street has been manufactured in an effort to scare the administration. There is very little doubt that as to the curtailing of improvements, the railroads are "bluffing" with the same end in view. The strike situation is of course serious enough, but it is believed in Washington that it can be satisfactorily adjusted. Any how commissioner of labor Chas. P. Neill, one of the president's close friends, and Chairman Knapp of the interstate commerce commission have started west to see if they cannot act as arbitrators. And the president meantime is standing pat, as pat as the most ardent protectionist on the subject of tariff revision.

What the railroad officials fear is that the president may demand a thorough valuation of the physical property of the railroads. Now there was a very effectual commercial valuation made by the census bureau about two years ago. This includes stocks and bonds and the earning capacity of the lines. For that sort of a valuation it is quite complete. But the railroads fear that if there is an actual "physical valuation" of the roads, it will show them to be so largely overcapitalized that a large part of their stocks and bonds will become valueless, in other words have the water squeezed out of them. It is almost laughable, at the same time serious to see how the railroad managers are scurrying from one position to another, satisfied with the things that are but always fearful that something worse is going to happen. This fear appears to increase as the government gets nearer to the meat of the question, namely the real values on which the paper values of the roads are based.

It will be remembered that before the present rate law was passed, the railroad officials all shivered, or professed to, over the prospect of federal interference with the sacred business of rate making. It was a thing too abstruse and delicate to be touched by the rude hands of any but qualified railroad men. But the rate bill passed and then there was fear of government control of the roads, and the managers declared this was the last straw. It would be the death knell of the business. Then the state legislatures "batted in" with a lot of adverse legislation and the roads ran to the federal government praying for government control as the one thing essential to their well being. Now comes the question of the physical valuation of the roads, and the manage-

ment is having another figurative fit for fear of what such a valuation may reveal.

There are two camps, that of Dollyver, who engineered the first rate legislation and who is convinced now that a commercial valuation of railroad properties is as far as the government can safely go; and the La Follette camp which consists chiefly of La Follette, who insists that there shall be a fair physical valuation of railroad property. The president is inclined to side with Senator La Follette and a good many of his advisers say that no harm can come of finding exactly the data on which the railroads base their own valuation of themselves. At the same time the railroads, yearning for federal control to protect them from hostile state legislatures, ask that pooling be permitted. This is coming curiously around to the recommendation of Senator Newlands, once counted the most radical of railroad reformers, who has always favored unlimited pooling by the railroads with strict federal supervision of their stock issues and the declaration of their dividends. It must be said, however, that a permissive pooling law would necessitate the repeal or modification of both the present rate law and the Sherman anti-trust law, both of which expressly prohibit pooling. This would mean a whole session of talk and wrangling in congress and would make a year of futile delay, which perhaps is one of the things the railroads are after.

One might really think from the eagerness with which the railroads are waiting a White House announcement on the subject of pending legislation, that the president of the United States passed the laws and congress merely signed them. Now a reference to the Constitution of the United States would prove the error of this, even to a railroad president. But the attitude of the roads merely shows the hold that the personality of the president has on their imaginations and the effect that it has on the practical workings of congress. So the White House announcement of a "let up" on the roads is eagerly awaited. And in the sense it is hoped for, it probably will be awaited in vain. When the president chooses to talk for publication, he probably will only repeat the advice he has given before, "Act honestly and you will be treated fairly; a square deal for everyone, including the railroads."

The president's industrial peace commissioners got together for their first meeting this week. There were the secretaries of commerce and labor, of agriculture, Seth Low, of New York, Marvin Hughitt and Thomas G. Bush, of Alabama. Chief Justice Fuller and John Mitchell, president of the United Mine Workers, were both detained by illness. The trustees elected officers and formed a permanent organization under the law governing the trusteeship. Members of the board of arbitration were chosen and the body will be ready for work in a week or two. No reference was made at the meeting to the railroad strike. But this is the sort of a case that could be properly handled by the arbitrators.

#### Please Call and Settle.

As I have sold out my business in Laclede and wish to close up all my business during the next few days, I wish everyone who has an account with me, either owing me for goods or those whom I owe, to come in at once and settle, either by cash or note. Please do not compel me to send you a statement, but come in at once.

Yours truly,  
C. E. HILTON.

Spring improvements have begun early in Laclede this season and already the work of enterprising property owners is very noticeable.

## HERE AND THERE.

### Doings That Have Taken Place in Laclede the Past Week.

We are pleased to see many of our citizens taking active interest in improving their homes and grounds. A little effort on the part of each citizen would give our town a prominent position upon the map. Nature has done much for us in picturesque scenery—now let us do much for ourselves along the improvement line.

A. M. Walker returned from a trip through Iowa the first of the week. He visited the leading horse breeding farms of that state and at Corning bought a fine imported Percheron stallion that is considered one of the best draft horses ever brought to this county. The horse arrived here Wednesday and will be at the head of Mr. Walker's stable of Percherons this season.

M. O. Wilkins and Ed. McDonnell built a division fence between their farms out on route two last week that will be there for years to come. They grubbed out an old hedge fence row and got posts enough for the new fence, which is woven wire at the bottom and barbed wires at the top. The improvement not only adds to the appearance, but increases the value of their farms as well.

This office last week printed bills for W. F. Huddleston's breeding stock. Mr. Huddleston has lately purchased a fine roadster and all purpose stallion that is a descendant of one of Kentucky's most famous saddlers, and possesses fine action and style. He also has a buck, Jr., a fine black jack. These two animals will be found this season on the J. L. Mouser farm three miles southwest of Laclede.

As predicted by THE BLADE E. M. Sipple, principal of the Laclede schools, was elected county commissioner in last Tuesday's election without opposition. This is a distinction never before accorded a candidate for that office in this county and is an act that will redound to the good of all the schools of the county. He will give the duties of the office his best attention and will work for the best interests of our school system.

Hamilton's lumber yard is a busy place just now. There is much building going on throughout the country districts as well as in town and materials are being furnished from Laclede. The lumber for B. F. Griffin's new residence in the southeast part of the township and also that for Miss Ransom's new farm residence in the same locality is being taken out this week. J. B. Carothers and his men are doing the carpenter work on the latter. T. D. Mouser is getting lumber on the ground for his new residence on Cole street and work will begin at an early date. Indications point to unusual activity in building matters this season.

In Monday's daily papers was an account of a head-on collision between two freight trains on the Missouri, Kansas and Texas railroad, six miles south of Fort Worth, Texas. The two engineers, two firemen and two brakemen, were killed. One of the dead trainmen is given as Engineer Woodson. This is supposed to be one of the Wooden boys who lived in Laclede about twenty years ago. The two brothers were Douglass and Ezra and they formerly were on the K. C. road but moved to Dennison, Texas, and were engineers on the M. K. & T. The one killed is supposed to be "Dug" as Ezra is known to have left the train service some five or six years ago and was in charge of a stationary engine in the railroad shops.

## Some Evening Reveries.

Courtesy, like charity, should begin at home. Of course one does not expect to find the same degree of ceremony practiced there as the formalities of mere acquaintanceship exact, but there certainly should not be less respect and deference paid to those who are nearer and dearer to us, than to outsiders. The man who is a gentleman in his home and among those who comprise his immediate household, can be trusted to do nothing unbecoming to a gentleman when beyond the precincts of home; but the man who is courtesy itself when abroad is oftentimes the veriest boor within the confines of his own dwelling place. Such a man may pride himself on being a gentleman; but he is deficient in the elementary instincts of the true type, and is consequently somewhat akin to a counterfeit that has obtained more or less circulation among the uninitiated, but is nevertheless a spurious coin, the worthlessness of which will be discovered sooner or later.

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In this enlightened twentieth century when farmers' wives have to be nurse, cook, chambermaid, washerwoman, seamstress and scrub generally, doing the work of six for the sake of being supported, we should urge mothers to train their boys carefully to be tidy and considerate of the burdens they heap upon women, rather than asking that they may be permitted looser reins in the household. These boys are to be the men and homemakers, and the habits of early years will cling to them through life. There are more wives and housekeepers staggering under loads of work that careless men occasion than there are men driven to the dramshop by too much nicety. Let the boys be required to shut the doors, to brush their clothing, to hang up their hats and coats, to put their shoes and rubbers in their proper places, to empty and rinse their wash basins and bath tubs when done using them, to hang towels and washrags on the rack, instead of throwing them on the bed or on the floor, and clean their boots, sweep up the litter they make in whittling, nut cracking, and all the inventions in which they are so fertile for disarranging rooms.

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There is but little doubt that good humor is a priceless boon. It is the oil that smoothes many a rough place in life which otherwise would be very hard sledding. A man who can smile at misfortune and the mistakes he has made in life, and has the courage to correct them and work manfully to make amends, has that in him which deserves success in the end. Ill humor sulks in its tent. The sun never shines bright enough to drive away the clouds of gloom which continually surround it. It has a snap and a snarl for any who may attempt to point out a better way or offer a crumb of comfort in case of real need. Good humor rises to the occasion and meets misfortune with a smile, however much the heart may be pained, forgetting its own heart pains by lending a helping hand to those less fortunate. Good humor is a fortress, a strong tower, where the possessor may flee to gather strength for a renewed battle with difficulty and danger. Good humor is simply invincible. A man who laughs at misfortune and sets his face bravely to do the right as God has given him to see, is worth more to the world by far than the snarler who sets down amid a broken fortune to bemoan his fate and make life a wilderness of woe for every one within hailing distance.

Stockmen will do well to remember that this office is better prepared than ever to do their printing in the best of style on short notice.

## TOWN AND COUNTRY

### Local Events of the Past Week Recorded For Blade Readers.

Ground corn, bran, ship and salt at Benson Bros.

Manhattan and Zephyr flour \$1.05 per sack at Bensons.

All the new things for spring in millinery at Mrs. Osgood's.

Pasturage here is just about a month earlier than last year.

Try those Holly chocolates at Bryant's and you will buy no other.

Hall's lily chocolates are the "best what am." For sale by Robt. Moss.

Mr. and Mrs. E. M. Sipple spent last Sunday with relatives in Bucklin.

You will find the smartest line of millinery for the money at Mrs. Osgood's.

Jas. Hunter, of the Owl Pharmacy, spent last Sunday with home folk at Purdin.

Judge O. F. Libby was attending to legal matters in the circuit court at Keytesville this week.

Miss Julia Harter is teaching the spring term of Fairview school in Clay township that opened last Monday.

Bryant has the exclusive sale of Holly chocolates and candies in Laclede and they are known the world over as the best.

It is a poor excuse of an old hen, if permitted to run loose at this season of the year, that cannot make at least one enemy out of a good neighborhood.

Mrs. Agnes VanFleet and two little daughters, after spending the winter here with relatives, returned to their home at Hillsdale, Michigan, this week.

Fennell Purdin, who was known as the bad man of the county some twenty years ago, died at the county infirmary on Wednesday of last week, at the age of 50 years.

The Modern Woodmen will adopt a class of 100 in Brookfield Saturday tonight. There will be public speaking at the DeGraw to begin at 8:30, some of the most prominent men in the order to be present. Quite a number from Laclede will attend.

Mrs. Jennie Bosley Forrester was married last week to a Mr. McFall, of Berthoud, Colo. The ceremony was performed at the home of her daughter in New Cambria. Mr. and Mrs. McFall and the latter's son, Walter, left Tuesday for their home in Colorado.

The women's foreign missionary society will give a missionary tea at the home of Mrs. J. H. Brown Saturday afternoon. Refreshments will be served from 2 to 5, a silver offering taken to raise funds for relief of the famine sufferers of China. All are cordially invited.

Ready today—the season's newest millinery, fresh and full of life as gardens in May. No matter the color of hair or eyes. You'll find something to match at Mrs. Osgood's that will be becoming. You are cordially invited to come in and look at our goods and get our prices. Second door northwest corner park.

Last Tuesday's elections in Laclede were as dull as a funeral without active mourners. Jno. T. Lomax was re-elected alderman in east ward without opposition and F. F. Pratt had the same easy sailing in the west ward. W. R. Barton and C. S. Welsh were re-elected members of school board without opposition. The propositions for eight months school and a levy of \$1 on each \$100 valuation of the district carried almost unanimously. A very light vote was polled in both city and school election.