GREAT SHIPS ARE TO GIVE US ASIA'S MARKETS

Thomas Burke, of Seattle, at the Launching of the Minnesota, Substantiates His Claim of Coming American Commercial Empire in the Orient by Story of Building of the Northwest.

The reclaiming of the great American desert an established fact and American supremacy in Asiatic markets about to become as substantially established in fact, through the same agency, was the story eloquently told by Hon. Thomas Burke, of Seattle, in his speech at the launching of the Minnesota at Groton, Conn., April 16.

The launching of J. J. Hill's mammoth steamship, which, with its sister ships, is to revolutionize the Pacific freight carrying business, was primarily of greatest interest to the people of the Northwest and the northern Pacific coast, because to them it embraced fact and not theory.

The men who have seen great states builded within a decade largely through the agency of unexcelled transportation facilities are in a position to anticipate realization of the dream of American commercial empire. Mr. Burke, one of the representative men of the Pacific coast, gave voice to the sentiments of the business men and the people generally of the great Northwest. He said:

Mr. Burke's Speech.

The important event which we have witnessed here today impresses me like the fulfillment of a prophecy or the realization of a wonderful dream. It is now something more than twelve years since, in the course of an evening's conversation at St. Paul, Mr. James J. Hill outlined to me a plan—a system of transportation by land and by water which would reach from New York to Yokohama and Hong-kong.

As the details of the project were laid before me, the boldness of the conception and the colossal character of the undertaking made me think that the author was dreaming or giving me a chapter out of some new "Arabian Nights," but, as events soon showed, it proved to be no idle dream, for with unexampled energy and rapidity the new railway line was pushed forward in its course across the continent over two great ranges of mountains, across turbulent rivers and through an almost impenetrable forest, down to the shores of Puget Sound. Never before had so stupendous an enterprise been undertaken and successfully carried through without government aid.

The country for more than half the distance was still in its primeval state. The reputed wise men of the day characterized the enterprise as foolhardy, and predicted disaster as the result. Under the kind of railway management that formerly prevailed the prediction might have been verified; but a new and original force had arisen in the world of transportation and of commerce—one who united in himself the imagination to conceive, the power and energy to execute and the practical wisdom successfully to manage and direct great enterprises—a combination of qualities rarely found united in the same person.

Secured Desirable Settlers.

Long before the last spike was driven on the shores of Puget Sound wise and energetic measures were taken to secure the early and rapid settlement of the new country. The best class of settlers from the Eastern states and from among the most thrifty and industrious populations of Europe were encouraged to seek homes in this new land by unusually low rates for homeseekers and for their household goods, by timely advice and aid in the selection of the place for the future settlement, and by the thousand and one little attentions which go so far to smooth the way for the unfamiliar stranger.

And now, in less than a decade, what was practically a wild and uninhabited country has been transformed as if by magic into cultivated and productive farms supporting in comfort and independence hundreds of thousands of people, with towns, villages and cities springing up all along the line of the railway, and with the little school house and the church in sight of almost every farm.

But given a country rich in natural resources and an intelligent and industrious people, there still remain two elements necessary to create and maintain the full measure of the country's prosperity. These are adequate transportation facilities and constantly extending and expanding markets. Our flour, our lumber, our fish, our manufactured goods, outside of what may be necessary for our personal use, are worthless to us unless we can find somebody to buy them. Knowing better than anyone else the great natural resources and productiveness of the country through which he had built his road, Mr. Hill early foresaw that his work would be only half done when the road was finished; that he must at once take up the task of finding new markets for the products of the farm, the forest and the factory.

Found New Markets.

With characteristic energy and foresight, he addressed himself to this new task. He found, for example, in the state of Washington, the greatest forest in America. Here was a crop ready to be harvested, a crop that had been growing for a thousand years and one of the most profitable that mother earth has ever produced yet. Until the advent of the Great Northern there it stood as it had been standing for hundreds of years, scarcely touched; because it was shut out from the Eastern markets by reason of a prohibitive railway rate.

That rate was 90 cents a hundred. Railroad men of that day were sure that lumber could not be transported 2,000 miles for less. I remember that in 1892 Mr. Hill asked me to confer with the lumbermen of Puget sound and ascertain from them what lumber rate under the new conditions would be satisfactory to them. I did so, and was told that they would be quite content if they could have a rate of 60 cents a hundred. When I reported their answer to Mr. Hill, he shook his head and observed: "They evidently have not carefully considered the situation. At a rate of 60 cents a hundred they would never be able to compete successfully in the markets of the East. The rate must be reduced to 50 cents a hundred, and I think we will have to go lower; we may have to go as low as 45 cents. I will look into the matter further."

Markets Build State.

And he did so, with the result that instead of making a rate of 45 cents, he made a rate of 40 cents a hundred from Puget sound as far east as St. Paul. That is to say, he undertook to and did transport lumber from Puget sound as far east as St. Paul over two great mountain ranges at a rate of two-fifths of a cent per ton per mile, the lowest rate ever before given in the world under anything like the same conditions. Railroad men laughed at the rate as preposterous, and said that no railroad could be operated through a new country, over two mountain ranges, on such terms without bankruptcy. But the rate was put in. It was continued. The road prospered. There was no bankruptcy, and the state of Washington entered upon an era of development, of growth in population and of general prosperity almost without parallel even in this country of wonderful growths.

The woods, as if by enchantment, were filled with men. Saw mills and shingle mills sprung up everywhere along the line of the railroad and enterprising settlers in great numbers followed close upon the woodsman. By finding new markets for the greatest natural product of the state of Washington, Mr. Hill did more to increase its wealth, stimulate the development of its varied resources and attract to it an intelligent, industrious and enterprising population than had been done in all its previous history as a state or territory by all the other agencies and influences combined. In less than ten years he added nearly $100,000,000 to the value of its lumber interests alone.

So rapid was the development of this new country under the stimulas given to it by the Great Northern railway that it soon began to overflow the markets with its products; and whereas formerly the cars were all loaded going west and were obliged to return empty, now it became necessary to haul empty cars from the East to the West, to carry back the steadily increasing output of lumber, shingles, fish, and other products of the country. In order to keep the country growing and prosperous and to provide a profitable business, both ways, for the railway, it became necessary to find new markets for our lumber and our shingles; but more pressing still was the necessity of finding markets for the commodities which our customers had to sell in order to insure a return load for the lumber laden cars which we were sending east. Under existing conditions there was but one place in the world where the desired new markets could be found, and that was on the other side of the Pacific, in China and Japan.

Prepared for Oriental Campaign.

Foreseeing the importance, not to say the necessity, of securing new markets, Mr. Hill had, for several years, been carefully studying the conditions of trade and commerce in the Orient. He sent to China and Japan the most capable men he could find in this country for such a service to study the situation on the ground and gather information for him relating to the commerce and trade possibilities of the Far East. From the information he thus obtained, he became convinced that profitable markets could be found in China and Japan for our flour, our cotton, and for many articles of American manufacture, but, at the same time, it was perfectly clear that no substantial footing could be secured in those markets unless the prevailing freight rates across the Pacific were greatly lowered, or perhaps cut in two, as was done with the lumber rates from Puget Sound.

To get such reduced rates it would be necessary to provide a transportation system by sea as perfectly adapted to the service, as well appointed and complete a transportation machine, as the Great Northern railway line had proved to be on land. The building of two great ships, the launching of the first of which we have witnessed here today, is the first great step taken towards furnishing the transportation system desired.

But the finest fleet of steamships that ever entered a harbor, or moored alongside a wharf, would be as useless as so many painted ships upon a painted ocean, unless there was traffic for them, unless they could be provided with cargoes sufficient in quantity and in variety to meet the demands of the trade. Where are such cargoes to come from? It will take seven or eight miles of freight cars to load one of these great steamships. The Great Northern alone could not furnish the cargo. The Great Northern and Northern Pacific could, to be sure, provide the flour required in the trade at the present time, but this commerce cannot subsist on flour alone. The two products now in greatest demand in Japan and China are cotton and flour, but cotton is not produced in the country tributary to either the Great Northern or the Northern Pacific.

Reach Bases of Supply.

That necessary cargo must therefore be sought through some other line; and the line which, in conjunction with the Great Northern and Northern Pacific, is altogether the best situated to render such service is the Burlington. Why? For two excellent reasons. First, that line runs for the most part through a treeless country which affords an excellent and growing market for the lumber and shingles produced along the lines of the Great Northern and Northern Pacific. Second, it runs within reach, through other connecting railways, of the great cotton fields of the South. Thus, at its southern terminus, its cars are loaded with cotton, which are brought over its own line and its connecting lines, the Northern Pacific and Great Northern, to Puget Sound and there loaded on steamships awaiting such cargoes.

The cars are then loaded with lumber and carried back over the same line to supply the markets in the country which is served by the Burlington. Here, then, we have the prime condition which enters into the making of low freight rates, namely, a profitable load in both directions. This is the secret of the incontestable superiority of the Northern route over all other transcontinental routes. The Northern country not only excels in the variety of its products, but it yields one crop (lumber) in the greatest abundance, which is unaffected by drought or floods, which may be harvested every month in the year and upon which the railways may depend for traffic every day of the 365. This is what gives to this system of railways a supreme and decisive advantage over every other transcontinental line, present or prospective.

Thus, by the harmonious action of these three great railway lines, the Great Northern, the Northern Pacific and the Burlington, trade is stimulated and expanded, the deficiencies of one section are promptly and cheaply supplied from the abundance of another, and the general prosperity of the communities served by a system of transportation so well adapted to their needs naturally follows.

Benefits Are International.

But the influence of this admirably contrived transportation system does not stop on the shores of Puget Sound. There, on the contrary, it takes on an international character. Over its lines the flour from the Northwest, the cotton from the South and the manufactured goods from the middle West and the East are brought to Seattle and there delivered on board the steamships at rates that will enable the American shipper to undersell all competitors in the markets across the sea. The great commercial nations of the world are already engaged in a contest for the control of Oriental trade.

America has entered upon that contest and has challenged the supremacy of Europe on the Pacific, and in the markets of China and Japan. But before America can carry off that coveted prize it will be necessary to turn the great currents of trade which now flow through the Suez canal and the Mediterranean into the new course across the Pacific to the gateway of Puget sound and the harbor of Seattle, and thence across the continent to the cities of the East and of Europe. To turn a great trade out of its ancient course is no easy matter. To do it in this case two things will be required. The new route must be prepared to offer better terms and quicker dispatch than the old one. In other words, that nation, all other things being equal, which has at its command the most perfect system of transportation will win in this contest. This will be the turning point of what is to be the greatest commercial struggle of the twentieth century.

In preparing for that contest, Mr. Hill, like a great general, has selected his battle ground and marshaled his forces by land and sea with profound judgment and consummate skill. He has secured the best and shortest route across the continent and across the seas to those markets that all nations are now eagerly seeking. And when the great ships that are now building here, and those that are to follow, shall have been completed, they will be at the service of the producers and shippers of America the most perfect and economical system of transportation by land and by sea the world has ever seen.

Reclaimed Great Destert.

It was, as you know, the opinion of the celebrated Dean of St. Patrick's that "Whoever could make two ears of corn or two blades of grass to grow upon a spot of ground where only one grew before would deserve better of mankind and do more essential service to his country than the whole race of politicians put together."

Judged by this standard, the soundness of which few will be found to question, there is no man of this generation, at home or abroad, who deserves better of mankind or has done more essential service to his country than James J. Hill. Twenty-five years ago he found the Northwest, between Minnesota and Puget Sound, practically a wild, uninhabited and inaccessible country. A considerable section of it used to be set down in the old geographies as a part of the Great American desert, yet largely, owing to his superior knowledge of the real character and capabilities of this new land, and through his wonderful energy and ability in providing for it even in advance of population, the most judiciously planned, the most economically constructed and the most wisely managed line of railway that ever served a new country, that region has, in less than fifteen years, given four new states to the Union, with an aggregate population of more than 1,500,000 people.

If it be true that philanthropy looks to the promotion of human welfare by preventing the suffering or improving the condition of large numbers of people, then the truest expression of philanthropy; the one that is dearest to the human heart, is that which helps thousands and tens of thousands of self-respecting men and women to help themselves; is that which opens the way for the deserving and industrious thousands of other and less happy lands to provide homes of comfort and independence for themselves and for their families; to secure for their children and their children's children the inestimable opportunity of education and of making careers of usefulness and honor under the beneficent influences of a free government.

Opened Door of Opportunity.

What greater service than this can any one render to his fellow men? Yet, to James J. Hill belongs this rare distinction. He has opened the door of opportunity literally to hundreds of thousands of people now living in happy homes of their own, who, without his labors to open the way for and to help them might today be numbered among the homeless. This, in brief, is the real character of the services rendered by James J. Hill to his country and to mankind.

He has not escaped the common fate of those who, in every age, have gone in advance of their fellows. He has been "challenged and traversed at every turn in the road." This is due, in part at least, to that strange and curious quality of human nature which has led many good people in every age to discover the "bogie man" in whatever was new or strange or not understood. In former times the introduction of every new and useful machine was sure to be the work of the "bogie man," and the more useful it was to the world the more bitter the unreasoning opposition to its introduction and use, resulting often in popular movements for the destruction of the dreaded and hated machine.

In our day the legislature of a great state passes a bill to outlaw the useful department store because some good people discovered the "bogie man" in it; and because it was proved beyond all doubt or controversy that unless the department store was banished from the land our liberties would be destroyed and we should be reduced to a state of slavery.

Establish American Supremacy.

Mr. James J. Hill has forged and fashioned a weapon or instrument of commerce of extraordinary scope and efficiency, one that is imperatively called for by the growing commerce of the country, and one that will give to America irresistible advantage in the impending international contest for supremacy on the Great Pacific and for control of the rich trade of the Orient. Yet there are many well meaning people in this country, as well as politicians of high and low degree, who have been filled with alarm and consternation at the sudden and unexpected appearance of this formidable power, and sincerely believe that in it they have discovered the real "bogie man," who has come at last to overthrow our liberties and reduce us to a state of bondage.

Fortunately, we live in an age of education and enlightenment, and before the light of knowledge the "bogie man" in every age fades away and vanishes like the darkness of night on the approach of the rising sun. The real danger to our liberties will not be found lurking in the great agencies or instrumentalities of commerce in our day, but rather in the gradual and insidious assumption of despotic power over the legitimate business and pursuits of men, by the government proceeding under cover of the groundless fears incited in the people by the appearance of these new and unfamiliar instrumentalities of commerce.

The great transportation system covering land and sea, created and molded by James J. Hill, instead of being a menace, will prove of incalculable benefit to the whole country. It is destined to play as great a part in advancing the foreign and domestic commerce of America in the twentieth century as the railroads did in the last half of the nineteenth in opening up and developing the continent from the Atlantic to the Pacific.

The man who finds and opens up new markets for the natural and manufactured products of a country and who provides ample and improved facilities of transportation for reaching such markets is no "bogie man" but a real benefactor of his kind; for he lays the foundation of a broad and lasting prosperity, opens up new avenues of employment for men in every calling; smooths the path, lightens the burden and increases the chance of success and happiness in life for millions of people.

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THE NATIONAL GUARD.

Maj. Oscar Seebach, assistant adjutant general, has returned from Washington, D. C., where he spent several days looking up pension claims, and gained much valuable information which will greatly help him now in pushing the claims of the state's clients. Commissioner Weare, of the pension bureau, was most courteous to him in every way and detailed a man to accompany him through the division and introduce him to the heads of departments. This is an honor that is very seldom shown, and especially to one interested in pension claims, and the major made many observations of interest. Wherever he was introduced it was with the remark, "by the request of the commissioner," which was the key of privileges in the department. Every day during his time in Washington he spent the entire day up to closing time investigating claims and familiarizing himself with the workings of the department. He went especially in the interest of forty claims now on file which needed further investigation.

While there he also took up the question of "fogey" pay due the officers of the Minnesota national guard for service while in Camp Ramsey during the Spanish-American war. This claim was filed some time ago by Adjt. Gen. Libbey, but rejected by the auditor of the war department. A case similar to this recently came up in Wyoming, and was appealed to the comptroller of the treasury, who ordered it paid. The major cited this in his plea and now believes it on the right road and will be paid.

The major also speaks very highly of the entertainment afforded him by F. A. Johnson, secretary to Congressman Stevens.

Interstate National Guard Meeting.

Prior to going to Washington, Maj. Seebach attended the Interstate National Guard association's meeting at Columbus, and was an interested representative. Maj. Fred B. Wood, Austin, Second regiment, and Maj. George C. Lambert, battalion of artillery, were also present. The meeting was presided over by Congressman Charles Dick, of Ohio, major general commanding the national guard forces of Ohio, and president of the association. It was one of the largest attended of any meeting so far held and more states were represented. Pennsylvania had its full quota, twenty delegates, present, headed by Adjt. Gen. Thomas J. Stewart. Harmony prevailed throughout, and only once during the session did discord seem apparent, and Gen. Dick in his only way soon had it pacified.

Many officers of prominence in the regular army were present and read papers pertaining to the department they represented. Secretary Root made an address, interpretating the new militia law, as well as it was possible, in view of the many contingencies that are arising. He said it would be interpreted liberally, so as not to work hardships on any of the states. Among other things Secretary Root said:

"There are only two ways of raising an army, by conscription or by voluntary service. The national guard is the great school of the volunteers. It is not intended that the national government shall pay the expenses of maintaining the guard, but it is intended that it shall add to the efficiency, the strength and the dignity of the guard. A question now being considered is the minimum of the company, and it is a serious one. It should not be fixed so as to kill the organization of a company in the rural districts, where the young men are not so numerous as in the cities. Lines should be laid down so that the regulars and the national guardsmen will be drawn closer. It too often happens that jealousies exist between the officers of the two branches, but that will be avoided by honest and sincere work.

"There never will be any trouble in raising soldiers; the trouble will be in the limit of supply and transportation and equipment; all need arrangement and organization. With the national government performing the quartermaster's and the financial part of the work, and the national guard looking after the spirit, we can have an army that the whole round world cannot contend with."

The inspections of the local national guard companies during the past week has kept every one busy. The ceremony was not a very elaborate one, but all were on nettles until it was over. Capt. Dwyer, Twenty-first infantry, who is conducting the inspection for the government, visited the company rooms during the afternoon and inspected company and state property and in the evening at 8 o'clock the company was formed in the assembly room, where each man responded to muster. There is no room for drill in the assembly room, so the company was only required to carry out the manual, facings and firings. On Monday evening Company C was inspected, having fifty-four men. On Tuesday night Company E, First regiment, with fifty-eight men, and on Wednesday night Company E, Third regiment, with fifty-four men. The field and staff of the Third regiment was also inspected on Wednesday night.

Battery A was inspected on Friday evening by Lieut. Col. Alfred Reynolds, and made a good showing. The field, staff and non-commissioned staff of the battalion of artillery was also present for muster. The company of engineers will be inspected in its hall in the library building tomorrow night, Col. Reynolds conducting the ceremony.

A meeting has been called to meet in New Ulm on May 23, next Saturday, for the purpose of electing a colonel of the Second regiment, and filling any other vacancies that may occur. Gen. Bobleter has not announced the makeup of his new staff, and it not probable he will do so until after the election. He will undoubtedly take some of the Second regiment staff with him.

G. O. No. 15, issued during the week, musters out the medical corps, except those who have been transferred or appointed under the new law.

The strength of the First infantry, M. N. G., on May 1 was 660 men, the largest since being reorganized.

Gen. Libbey has just received the new state rifle team medal, which will be awarded to the team attaining the highest percentage during the rifle camp at Lake City this fall. It is a beautiful design, a pendant hanging from a double bar, and about three inches long. On the pendant appears the words "Highest Percentage, Rifle Practice." In the center is the inlaid figure of a man kneeling and firing. This medal becomes the property of the team winning it two out of three years. During the administration of Adjt. Gen. Lambert the first of these state medals was given, which became the property of the Third regiment team last year, having won it two times out of three. The other regimental teams will have to look to their laurels or Col. Van Duzee's boys will bear down hard for the possession of the new medal.

Capt. Olaff M. Nordley, military storekeeper, spent several days in Lake City during last week looking after state property and getting it in readiness for the encampment season, which opens next month.

Quartermaster Sergeant L. G. Fenton, Company E, Third infantry, has finished his work of weighing mail and returned just in time to put on the finishing touches to the company property before inspection. Company E is in excellent shape and has full equipment to put sixty men in the field in an hour's notice, cooking utensils and all.

Company D has its new room fixed up very comfortably. A new grass twine matting has been placed on the floors and all has a most home-like appearance.

General Orders, No. 12—The following changes have taken place in the military forces of the state since the publication of General Orders No. 7, dated March 31, 1903:

Resigned—Harry A. Gano, second lieutenant Co. E-2, honorably discharged April 8, 1903, S. O. No. 17, A. G. O., c. s.

Retired—First brigade: Brigadier General William B. Bend, April 16, 1903, G. O. No. 10, A. G. O., c. s.

Commissioned—First brigade: Joseph Bobleter, of New Ulm, brigadier general, April 16, 1903, vice William B. Bend, retired. First infantry: Maj. L. Higbee, of Minneapolis, second lieutenant Co. A, Feb. 23, 1903, vice Carroll W. Peirce, resigned. Second infantry: Edwin H. Vollmer, of Northfield, second lieutenant Co. D, March 19, 1903, vice William L. Wallace, resigned; Nicholas Nicholsen, of Austin, captain Co. G, March 2, 1903, vice Alfred C. Page, resigned; Lee M. Sergeant, of Austin, first lieutenant Co. G, March 2, 1903, vice Nicholas Nicholsen, promoted; Frank B. Teeter, of Austin, second lieutenant Co. G, March 2, 1903, vice Lee M. Sergeant, promoted; Henry Madson, of Mankato, second lieutenant Co. H, Feb. 17, 1903, vice Mathits J. Moster, resigned; Herbert W. Vinton, of Owatonna, second lieutenant Co. I, Jan. 26, 1903, vice Walter C. V. Nelson, resigned. Third infantry: William M. Tuthill, of Anoka, second lieutenant Co. B, Feb. 16, 1903, vice Albert E. Barnes, resigned; Frank D. Knowlton, of Duluth, second lieutenant Co. C, March 11, 1903, vice John E. Lawrence, resigned.

Decorations—Faithful service medals (twenty years): Thomas C. Clark, of Stillwater, major and surgeon, Third infantry, April 5, 1903. Faithful service medals (fifteen years): Milton S. Mead, of St. Paul, major and assistant adjutant general, First brigade, March 28, 1903. Faithful service medals (ten years): Emil C. Schroeder, of St. Paul, second lieutenant Company of Engineers, First artillery, July 17, 1902; John B. Dahlgren, of Anoka, sergeant company B, Third infantry, March 30, 1903.

G. O. No. 13 relates to artillery firing regulations and allows each officer and non-commissioned officer to fire a record score of five shots at 1,800 yards. Of those securing the highest total score eight from each battery and four from the field, staff and non-commissioned staff will compete, at a range of 2,500 yards, for positions on the state artillery team, firing a record score of five shots with the privilege of a preliminary shot. At this range the average distance of shots from center of target may be taken into account in the selection of the state team. The expert gunner class will consist of the contestants securing a total score of 8, or more, at 2,500 yards. The gunner class will be made up of those securing a score of at least 5 and less than 8 at the same range. State decorations will be awarded for the two classes named.

Circular No. 1, issued by Adjt. Gen. S. H. Kelsey, of Kansas, states that all general orders and circulars issued from the adjutant general's office, United States army, will hereafter be mailed to each general staff officer, regimental adjutants and company commanders. Where does Minnesota come in on this?

On last Tuesday afternoon, in Cambridge hall, gathered about seventy-five veterans of the Philippine campaign, and representing the Society of the Army of the Philippines. The object of the meeting was to perfect a state organization and arrange for the entertainment of the national convention, which meets in this city this fall. Col. C. McC. Reeve was elected president; vice presidents, Capt. W. H. Hart, Maj. J. P. Masterman, Capt. E. W. Langdon, Capt. A. S. Morgan, U. S. A., and H. J. Limprich, of St. Cloud; inspecting officer, Sergeant F. D. Pederson, St. Paul; treasurer, A. X. Schall Jr., Minneapolis; secretary, W. P. Christian, Minneapolis. It was decided to hold the next annual convention in Stillwater.

In the evening the delegates were tendered a banquet by Camp Marwin A. Carleton, of this city. The banquet was purely informal, but many good stories were told by some of the old boys.

A Plague of Wolves in Russia.

As in Austria and Hungary, so in Russia, the past winter will be remembered for the vast quantities of wolves which came out of the forests and mountains and preyed on the villages. In one district in Eastern Russia over 16,000 head of cattle were lost. In the governments of Novgorod, Tver, Olonetsk, Archangel and in Finland it was necessary from time to time to call out the soldiers to round them up and shoot them down. Thousands were disposed of in this way.

The Snake and the Porcelain Eggs.

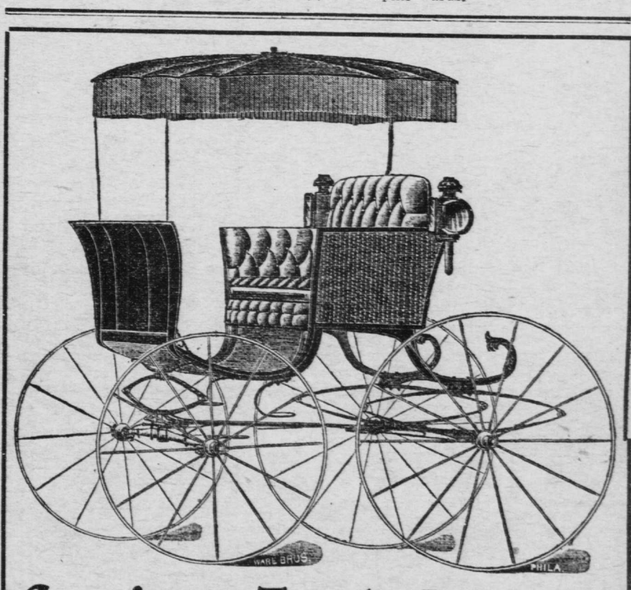
Mrs. Arthur Dawson, John Dawson's daughter-in-law, of Warrensburg, Kan., had last summer a dozen china eggs which she had used successfully under misguidedly ambitious hens. Last fall she missed two and did not find them until the other day, when under the woodpile in the back yard the skin of a big black snake was found. The skin was quite empty except in two places, where there were as many suspicious looking bulges. These bulges were made by the missing eggs. Even a black snake was unable to digest them.

The Cat as a Barometer.

The Monroe City (Mo.) News informs us that the best barometer in the world is an old scratched-up, lop-eared, battle-scarred cat. "If he eats grass it is a sign of rain. If he stands with his back to the stove it means cold weather. When he washes his face wash yours, for company is coming. If he is nervous at the time he is usually sleeping examine your lightning rods, for a big electrical storm is brewing. Everything he does is a sign of something. If you haven't a measly old cat you'd better get one at once."

'Rah for the Game Cock.

In Mahoney City, Pa., the other day, a gray cat tackled a gamecock. The chicken was willing but did not really begin to fight until the cat had pulled out a bunch of feathers. Then it started in with all its might, and for several minutes it was even betting which was going to win. The tactics of the gamecock were to jump up and try to stab the cat in the eye with its spur. Finally it succeeded, and Mrs. Cat was counted out. Here is a new and interesting sport for our Filipino wards.



Carriage Trade Is Good

At least we are satisfied. We are working night and day to catch up with our orders. You see the reason when you see our stock. We **show the goods**, not on paper, but **on our floors.** Carloads of novelties by the following **best builders in the East:**

"Moyer," "Frazier," "Hume," "Woodhull," "Stivers," "Tilton," "Burbank," "Bird-Scofield," "Cortland Wagon Co.," "Folger," Studebaker," "Sturtevant-Larrabee Co.," "Buckeye Buggy Co."

We ask you, **Can you buy better goods?** We have shipped into St. Paul this year more **carloads** of carriages than ever before in our history. We have the **exclusive agency** for goods such as the above, and you cannot buy them elsewhere. We are selling them, too, for the reason that we carry on our floors such a variety that we can please any taste, and the price is always reasonable.

Exclusive Novelties in high quality vehicles.

Thompson & Ege Carriage Co.

Fifth and Washington, Rice Park Square.