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BRITISH EXPERT LAUDS RAILROADS OF UNITED STATES

Tells Congress Committee That They Lead World.

NO GOVERNMENT OWNERSHIP

It Would Mean Political Control and Loss of Efficiency—Declares That Crisis Confronts Country on Account of Transportation Situation—Lowest Freight Rates to Be Found in United States.

Washington, May 14.—That the United States is face to face with a serious crisis in its commercial affairs, due to the conditions by which its transportation system is confronted, was the opinion expressed by W. M. Acworth, England's leading authority on railways, before the Newlands joint committee on interstate commerce at a special session held here to enable the committee to hear his views before his departure for London this week. Two steps are necessary, according to Mr. Acworth, to avert this crisis and to solve the threatening railroad problem confronting the country.

The first is to allow the railroads to charge freight rates sufficient to meet the great advance in operating expenses which is taking place and to enable them to command the credit necessary to provide the extensions and improvements needed to meet the growing demands of business. The second is to do away with the multiple and conflicting systems of regulation that now hamper railway operation and to provide one centralized regulatory agency with such local subdivisions as may be necessary.

Higher Rates a Public Necessity. Mr. Acworth's views on the transportation situation in the United States were expressed in answer to questions by members of the committee, who asked him to apply his knowledge of railway conditions throughout the world and of the experience of other countries with government ownership to the present problem before the United States.

"The fundamental factor in the situation is very simple," said Mr. Acworth. "It lies in the fact that you cannot get three-quarters of a cent's worth of work done for less than three-quarters of a cent, no matter whether the agency performing it is a government or private enterprise. Freight rates must advance when the cost of performing the service advances as it is doing at present, just as the price of bread or meat or any other commodity increases with increased cost of production."

In answer to a question Mr. Acworth said that he thought American freight rates had been at much too low a level for several years past, that they had reached this low point during the period of cutthroat competition among the roads and had since been held there by regulating bodies. Unless relief were afforded to the carriers very promptly, he said, the result would be a tremendous loss to the people of the whole country through insufficiency of transportation facilities.

Weakness of Government Ownership. On the subject of government ownership of railways Mr. Acworth said: "It is impossible to obtain satisfactory results on government railways in a democratic state unless the management is cut loose from direct political control. Neither Australia nor any other country with a democratic constitution—perhaps an exception ought to be made of Switzerland—has succeeded in maintaining a permanent severance. In France, in Belgium, in Italy, parliamentary interference never has been abandoned for a moment. The facts show that government interference has meant running the railways not for the benefit of the people at large, but to satisfy local and sectional and even personal interests.

Prussia, Mr. Acworth said, was the best example of an efficient government railway system, and he pointed out that military considerations were treated as of paramount importance in the Prussian railway system. While American freight rates had been reduced nearly 40 per cent in thirty years, rates in Prussia were nearly as high as at the beginning of the period. While the charge for moving a ton of freight one mile in the United States was a trifle over three-quarters of a cent, the rate in Prussia was 1.41 cents.

As illustrating the difference in rates between government and private roads Mr. Acworth compared the railways of New South Wales, Australia, with those of Texas. While the amount of traffic to each mile of line was about the same in both cases, he pointed out, the Texas railways performed for the public four times as much service as the government owned roads of New South Wales. The charge in Texas for hauling a ton of freight one mile was less than 1 cent, while in the Australian state it was well over 2 cents.

"American railways lead the world," said Mr. Acworth. "Nowadays when men in any other part of the world want to know how to run a railway they come to the United States and study your railways here. The American railways are entirely the result of private enterprise, and I think they go a long way toward proving the case for government ownership."

URGES ECONOMY TO CONSERVE THE FOOD SUPPLY

Organized economy in production and the elimination of waste have been largely responsible for the phenomenal success of the big packing companies and Louis F. Swift, president of Swift & Company urges the firms employes to apply these same principles to the present abnormal food situation. His advice applies equally well to the rest of the country. The suggestions are as follows: In these times of great tension, the company, its officers and employes should work earnestly and intelligently to increase production, eliminate waste and to conserve the available food supply. The following are my personal suggestions as to how these results may best be accomplished. You can materially aid the general cause by adopting these suggestions yourself and by prevailing upon your friends and acquaintances to assist in food production and conservation. Personal marketing and careful selection—The old "market basket habit" should be revived. The extra cost of telephone service, delivery and credits to which we have grown accustomed is enormous. "Tote the market basket" and buy your cash! Consider not only the price but also the food value. The use of oleomargarine will keep butter prices within the reach of all. Care in food selection will effect a marked saving without sacrificing any qualities of taste or nutrition. Avoid waste—The American people, living in the midst of plenty, have unconsciously formed reckless habits of waste that should be overcome. It is vital that we practice economy in our use of foods and waste nothing. Increased production—Better agriculture, clean, tested seed, proper drainage and fertilization were never so essential as at present. Every available acre should be intensively cultivated. "Save the calves" of beef broods. Cultivate all vacant land—All vacant land owned or rented by the company or its employes should be utilized for garden crops. It is not a question of making a profit so much as to add "our" bit to the total food supply of the nation. Enlisting farm help—Superintendents and foremen are requested to assure employes who enlist for farm service that they may return to our employ when the harvest season is over. Price of staples—Prices of necessities are now at high level and there is no occasion for advance in price, or serious food shortage if every one will co-operate and eliminate speculation. These are all important items in the program of food conservation called for by President Wilson. If the entire organization will work together, we will be able to pledge the full support and co-operation of every Swift & Company employe.

SHE WAITED LONG FOR HER REVENGE

A Kansas lawyer tells his tale: Mrs. Bang, a thin, wiry old lady, took the witness stand against one Josh Bang. The examining lawyer began: "Now, madam, you will please give your evidence in as few words as possible. You know the defendant?" "Know who?" "The defendant, Mr. Joshua Bang?" "Josh Bang? I do not know him, and I don't know nothing to his credit, neither. Why?" "Please answer yes or no to my questions." "What questions?" "Do you know Mr. Joshua Bang?" "You ask Josh Bang if I know him? Ask him if he knows anything about tryin' to cheat a pore lone widder like me out of a 3-year-old cow?" "Now, madam—" "Ask Josh Bang's wife about that brick she put in a batch of butter she sold last summer. Ask—" "These matters, madam, have nothing to do with—" "Ask Josh Bang about lettin' his old mother die in the almshouse. Ask Melchizedek Bang about the time she was caught in a neighbor's field milkin' 4 cows on the sly. Ask—" "Really, madam, do you know anything about this case or do you not?" "No, I don't know nothin' about it, but I've had it in for them Bangs for last 27 years, and I got myself called as a witness so as to get over 12 years. I've done it, too. Good afternoon, sir."

CHICKEN FAT VALUABLE IN COOKERY

WASHINGTON, D. C.—Do you throw away the body fat of poultry—big layers of clean, sweet, yellow fat around the gizzard and found elsewhere around the intestines of the chicken? If you do, say specialists of the United States department of agriculture, you are throwing away fat which French housewives consider the finest of fats for making cakes and especially puff paste. In certain seasons in New York and other big cities, this fat is so highly esteemed that it brings as much as \$1.10 per pound. So great is the demand for this fat that many people make a business of collecting it from butchers and others who dress poultry before delivering it to customers. Housewives would do well to insist on having it delivered if they buy their poultry dressed. By using chicken fat in cooking they can cut down the amount of fat they must buy for that purpose. To prepare it, try it out in a double boiler, or other vessel set in hot water, until the fat just melts away from the tissues and can be poured off. This fat becomes rancid easily and should be kept cool and covered like butter and used in a very few days. Chicken fat, like goose fat, may be used for shortening in cakes such as spice cake where the seasoning will mask any flavor which the fat might have. It can also be used for frying the chicken itself or other meats and for warming vegetables, etc.

FARMERS MUST COMMAND OUR FOOD SUPPLY ARMY

A prominent non-political periodical says of the food problem: "The trained and experienced farmers of the United States and Canada must be the commanding officers of the food supply army if victory is to be won." That is a sentiment which will meet approval everywhere except in the appointing offices of the government. If congress should give the secretary of agriculture the \$25,000,000 he asked, for the purpose of encouraging food production, all of it that went to "trained and experienced farmers" could be carried in a vest pocket. "Trained and experienced farmers"—men who have owned and successfully operated real farms—are scarcer than ever. We shall win a victory in the struggle for food, but it will be a victory won by the rang and file of the farm workers—not by "commanding officers."

THEN SHE KNEW HE WAS ANGRY

Mrs. Ralph S. Bucklin, who lives in Aurora, Ill., felt hurt when her husband called her cooking "garbage," but when he emphasized his remark by dragging her around the dining room by 1 foot, she concluded he was really angry, so sued for divorce.

HEALTH IS A MORAL ASSET; DOCTOR SAYS

COLUMBIA, Mo.—"The public has become accustomed to the preaching of health doctors, urging the preservation of health and up-building of the body for the purpose of producing and maintaining efficiency of mind and body alike, but few people realize the effect that sound health has on the moral tone of a community," Dr. M. P. Ravenel of the department of preventive medicine of the University of Missouri, declares. "The clergyman of our country have missed a great opportunity in not studying some medicine. A course in medicine would improve the work of all clergymen and all sociologists, in fact all of those who are concerned in any way in the welfare of a community and the country. Clergymen and churches, generally are slow in recognizing what has been known to physicians for many years, namely, that sound health conduces to sound morals. The old adage, 'A sound mind in a sound body,' is simply another way of putting this, because many moral evils have an unsound mind at their root. Often well intentioned, but ignorant people, waste a good deal of time in religious efforts, when comparatively simple treatment of the body would bring the person into a sound religious condition." Dr. Williams, the health commissioner of Virginia, has stated these facts, as follows: "No social agency is more earnest in its demands upon the church for co-operation than is the cause of public health; no agency, in my mind, offers a greater return for such co-operation. Public health asks the church to join hands with it in giving men better bodies, and it promises that when men's bodies shall be stronger, their spirit will be nobler. Public health asks the church to assist it in making sanitary the community to which the church ministers, and it promises that when the men of a community shall be healthy, the healthy man is the moral man; other considerations alike, the sanitary community is the spiritual community."

WAR BOARD GIVES RAIL REGULATIONS

WASHINGTON.—All railroads have been called upon by the war board of the American Railway association to readjust their service immediately so as to make available the maximum transportation energy for moving fuel, food, material, and troops. A notice to the roads, announced by Fairfax Harrison, chairman of the board, says: "1—Consolidate, where practicable, thru passenger train service and eliminate those trains which are not well patronized. 2—Reduce the number of special trains and give up running excursion trains. 3—On branch lines, where 2 trains are operated, try to reduce to 1 train a day. 4—Where practicable, substitute mixed train service for separate passenger and freight service on branch lines. Closely review number of scheduled freight trains where tonnage is insufficient to load them fully, with a view to reducing the number of trains. 5—Where passenger trains are double-headed for speed, readjustment of schedules or putting off of cars where possible will release locomotives for freight service. 6—Reduce, as far as practicable, luxuries, such as observation cars. In the interests of economy, reduce the present rather elaborate and luxurious bills of fare on many dining cars. 7—Move 'company' freight on undeloaded trains. Operate work-trains as far as possible in slack times. Store coal in slack times. 8—Make proper train loading of primary importance with officials and train crews. Give publicity to those making good and poor records." In connection with this announcement, Mr. Harrison made this statement: "The war board, especially organized by the railroads to operate all the roads of the country as a system for the purpose of national defense, finds it inevitable that from time to time it must recommend the adoption of policies which may prove inconvenient to the public. In doing so, however, the board will rely upon the support of public opinion. In the present national emergency, some sacrifice of individual convenience is necessary to enable the railroads to increase the capacity of their lines and to conserve the fuel supply of the country."

PATRIOTIC FLOWER BEDS ARE POPULAR

A flower bed 300 feet long in the national colors, red white and blue, is being arranged on the lawn at the Hammond Packing company plant. Rudolph Rau, former superintendent of parks, is directing the work. Red and white geraniums and blue asterum are used in producing the effect. The patriotic flower beds are popular this year. Mr. Rau having designed a number of them. 2 of the patriotic emblems in flowers have been set out on the lawn in front of the Exchange building. The work of planting flowers and plants in the Exchange lawn, under the direction of Charles Jersabek, is practically completed, and the lawn presents an unusually attractive appearance. Its beauty is freely commented upon by out-of-town visitors, as well as by all who have occasion to pass by the neatly kept, flower-dotted lawn.

CHEAPENING THE AMERICAN FLAG

Displaying the flag is a laudable thing, but an especially effective manner in showing ones patriotism, and there is always a danger of cheapening the thought of the national emblem if it is heedlessly made use of. Such use, it seems to us, appears in employing the flag for personal wear. Twisting it about ones hat, embroidering it upon ones collar or stockings, wearing it for a cravat—these are not the proper use of the flag. Yet such use is being made of it and the makers of fashion are trying to popularize such use. A small flag, on the lapel of the coat is all right, but more than that is desecration.

UNIVERSITY SENDS 103 MEN TO FORT RILEY

COLUMBIA, Mo.—103 students in the University of Missouri, former students, alumni and men of Columbia, have entered the officers training camp for the reserve corps at Fort Riley, Kan. The large number accepted is probably due to the compulsory military training required by the University of every man entering as a freshman. The board of curators of the university has adopted a 2 years compulsory training for the school and it will be placed in effect at the beginning of the school year next fall. A complete 4-year curriculum leading to an appointment in the regular army or in the officers reserve corps is also to be instituted at this time.



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DRAFT IS NO DISGRACE NOW

There are a good many young men, some of them married, who feel that they will be disgraced if they do not volunteer before they are drafted. A number have told us they feel that way about it. I have said that their fathers always told them not to wait to be drafted in the event of war. It is a great thing to see the men of a country ready and willing to go to war at the last call to arms, to see the woman equally willing to see them go and to themselves quietly assume cares and burdens they ought not to bear, that they may go. At the same time, as the selective draft is to be the policy of the government in this war it will be no disgrace to be drafted. It is not like it was in the Civil War. Then we were raising volunteer armies and the draft was only a last resort, to catch unwilling, the cowards or the unpatriotic. Now we are to raise our soldiers on the theory that it is more democratic and fair to make army service compulsory and universal, to draw men for the army much as we draw them for the jury. It is unfair to reproach any man who now awaits his turn under the law. Those who go in their turn are to be considered as serving their country as truly as the they had volunteered. In England, under the volunteer plan, and believing the war would soon end, the very flower of English manhood enlisted early, to be killed as private soldiers, when England later discovered how badly they were needed in business and that less capable men also had to be used as officers. Many a man will stay at home and "do his bit" in some unnoted way, regretting keenly that he cannot go and face the hardships and dangers of war with the rest.—Wathena Times.

NO NEUTRALITY FOR THIS NEGRO

Even the war has its bright side for the happiest folks in the world—"colored folks." 2 negro porters were discussing it as they waited for a train to arrive. "Man," said the 1st, "dem Germany submarines is sholy gwine to sink de British navy. Yas, sir-ree, looky heah, Gawge. Ain't yo' an' me better declar' unshelves a couple o' neut-neutral-neutralliest?" "Man," said Porter No. 2, "An' what's gwine ter happen den?" "Why, dem Germany submarines 'll come right on 'cross de ocean an' 'spide de rest of de naval boats ob de world. What's what'll happen den. Sambo." "Well, looky heah, Gawge. Ain't yo' an' me better declar' unshelves a couple o' neut-neutral-neutralliest?" "Man," said Gawge, "yo' all kin be a neutrality if yo' wants. An'm a German!"—Cap-Per's Weekly.

RURAL TEACHERS TO REMAIN ON FARMS

Normal and summer schools will not call from the rural school instructors of Buchanan county this year, the customary number of young men teachers, who take advantage usually of these means for increasing their knowledge as instructors. Instead the young men will answer to the call of the nation and will work on the farms, and most of them will put all of their vacation on the land in helping with the crops. There are about 23 young men instructors who will remain on the farm and work for from 120 to \$40 dollars a month this summer.

MORE LIKE A BIG CORN YEAR

Wheat, where it was not killed by the winter drouth, has made a good growth, especially in the eastern and south-central portions and corn planting is well advanced. With the big soaker last week, it looks more and more like a corn year.

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