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**MOTTO—LIVE AND LET LIVE**

**HOW OUR POSTAL SERVICE HAS GROWN.**

The American postal system has been of such a slow growth that the successive phases of its development have not impressed themselves deeply on public attention.

In 1677 the court of Boston appointed John Hayward to carry and deliver letters. In 1710 Parliament established a postoffice for the colonies—New York being the chief office. In 1753 Benjamin Franklin was appointed Deputy Postmaster General for the colonies. He originated the fast mail, consisting of a line of stage coaches from Philadelphia to Boston, to run every week.

The postal rates at the close of the last century were 6 cents for less than thirty miles, 8 cents for under sixty, 10 cents for less than 100, and so on up to 20 cents for 300 miles, and 25 cents for a carriage of over 450 miles. A single sheet of paper constituted a letter, two sheets two letters, three sheets three letters. They were invariably folded without envelopes. A sheet, owing to this account, was generally written in the finest penmanship, and not seldom the written page was written across so that each single sheet had eight pages of writing. Newspapers were charged 1 cent for 100 miles.

Postage stamps were introduced in 1847, before which time all letters were paid for in cash, either at the office of mailing or that of delivery. One hundred and sixty sorts of stamps have been issued since 1847. In 1798 the whole Postal Department at Washington was conducted by the Postmaster General and assistant and one clerk.

The first locomotive used by the mail service was on the Delaware and Hudson Canal Company's road in Pennsylvania, in 1829. The South Carolina Railroad Company followed soon after. But as a regular carrier of the mail the railroad did not become a factor till 1835, when the road from Washington to Baltimore was opened. But so short were the lines of road, and so disconnected, that it remained for a long time a problem whether the stage coach was not more serviceable. The speed obtained was inferior, and the delays very vexatious. But these troubles were steadily overcome as lines of road became consolidated.

In 1851 occurred the famous reduction of postage to 3 cents for all distances less than 3,000 miles. Mail agents were appointed as early as 1840; but this branch of the system grew into form very slow. In 1862, however, began the absolute revolution of our whole system of mail service. It was the device and wit of a Missouri clerk in the office at St. Joseph—William H. Davis. He devised and was allowed to operate the first postoffice car ever used. The slow and tedious distribution and forwarding of letters from general offices now ceased. The work was done on the car, and letters flew across the country like shuttles.

Had to Leave the Work. A man arrived at a Dakota town one day recently to look up some accounts for an Eastern agricultural machine company. He started out in the country, and soon met a farmer driving a team of mules and headed toward town with his whole family in the wagon. The Eastern man stopped and made some inquiries about the road, and then said:

"Splendid weather for harvest."  
"Yes, the weather's all right."  
"Well, there can't be anything else to hinder your securing the crop."  
"Yes there can, stranger, and there is."

"Broke down?"  
"No."  
"Some of your family sick?"  
"No, they're all right—you see 'em here."

"Horses sick?"  
"I drive mules—they never get sick."  
"Well, I don't see what there is to keep you from staying at home and working to-day."

"Mister, I'll tell you; it's circus day an' I jus' said to M'tildy, says I: 'M'tildy, them crops can go to thunder, I'm goin' to hook up an' we'll go to the show!' They say this circus is a reg'lar big railroad show, an' none o' yer leetle overland concerns with a spotted boss an' a cage o' monkeys. Jim says he hears they got old Dan Rice for clown, an' I'd drive a hundred miles in the night jes' to see him fool the ring-master an' make him hoppin' mad like he always ust! G'lang, there Ben Butler, none o' yer hangin' back with 'er whip 'tree under the wheel'—Dakota Bell.

**Along the Rio Grande.**

Eastward lies a vast mesa, ten miles in width and extending southerly until lost to the eye in the distant horizon. Framing the background, rise the lofty peaks of the Zandias (literally, water-melons—two huge, oblong summits, shapen not unlike the fruit from which they take their name), rising some six thousand feet above the mesa, their sides cleft with many a gorge and scar, rocky and bare in spots, or timbered with a heavy growth of pine, which, seen in the distance, seems a spotted growth of diminutive shrubs. In the morning the twin giants loom over the valley, two masses of pale, gray rocks, about the summit of which plays the faintest suspicion of a summer haze, mellowing and toning the landscape to its subdued hues; but when the afternoon sun casts its full glare upon their huge, seamed sides, every rock and crevice stands out in the broad light of day, with hues of blues and browns and pinks merging into drabs or sandy grays—a scene well worth a trip across the continent to witness. South of the Zandias, and connected with them by a lower range of mountains, through which Tijeras, Coyote and Hell Canyons force their way, rise the blue peaks of the Manzanas, beyond which lie the ruins of the Gran Quivira, about which so much mystery and romance is associated—massive walls and masonry outlining the plains of huge buildings whose origin is unknown. Southward the river view extends until lost in the distance; the right bank of the river marked by low, rolling bluffs, back of which rise the serrated peaks of the Ladrões, blue cones marked against a scarcely less blue sky; the rendezvous, as the name indicates, in times past, of thieves and robbers, knights of the road, and all those who regarded the law to be a thing as easily evaded as broken. Westward, a long, low, rolling chain of brown hills breaks the view, while to the north rise San Mateo and Jemez, blue and vast and distant. A field of romance and mystery, this region of the Rio Grande must always prove an attractive section to the cultured classes, and one day most surely will become the objective point of tourist travel.

The increasingly rapid development of railway communication in India is strikingly exhibited in Mr. Conway Gordon's report, from which we learn that no fewer than 1,025 miles of new lines were completed and opened for traffic during the official year just ended. Few English folk who sit at home at ease have probably an adequate notion of the perils and hardships that attend upon those who are engaged in constructing these all-important new modes of inter-communication. In the case of the Sind Pishin line the work last summer was carried on in terrific heat. The staff suffered terribly from fever, and the plate-laying gangs were practically renewed every month by fresh importations from India as they melted away from fever, dysentery, and scurvy. In the same way the gangs of girder-erectors dropped off, and during four months were twice replaced. At the mouth of the Chupper rift whole gangs of workmen were prostrated at one time by fever, dysentery, and scurvy. Nor was heat the only trouble. The portion from Sibi to Quetta, 155 miles in length, labors under the disadvantage of its lower half being so hot in summer and its upper half so cold in winter that on these sections, we are told, as far as progress is concerned, about half the year is lost. During the Cumbum division survey 85 per cent. of the inhabitants of the district were attacked; but not until the engineering and subordinate staff, as well as the office establishment, were, with scarcely an exception, prostrated, was it determined to temporarily withdraw the expedition.

**How Fatigue Operates.**

After a study of some years, Prof. Mosso, of Turin, finds that when fatigue is carried beyond the moderate stage, at which it is decidedly beneficial, it subjects the blood to a decomposing process through the infiltration into it of substances which act as poisons, and which, when injected into the circulation of healthy animals, induce uneasiness and all the signs of excessive exhaustion. When within the resisting power of the subject, fatigue has its pleasures and even joys, these being the expression of the organic consciousness that bodily loss of tissue is being balanced by reconstruction. Mosso's experiments were performed on Italian soldiers, and they proved, among the other results, that the stature and power of the modern warrior are fully equal to those of the ancient Roman.

**DEEP-WATER MONSTERS.**

Peculiarities of Whales Described by an Old Hunter.

(Detroit Free Press.)

The whale is, without question, the very largest animal in the world. There are several varieties, and some of them attain immense size. The common, or right whale, so-called, is the most numerous. The sperm whale, while not so large, is more valued, because of its oil and bone; the quality exceeds all others in its fineness. The finback whale is the most dangerous and less valuable than the others; so there are, so far as I have learned, only three varieties of these monstrous sea inhabitants. The size of the whale is generally spoken of, and is not always correct. Some represent them of enormous length. Some less inclined to the marvelous say they never exceed a hundred feet, but my experience is from both seeing and inquiring of old whalers, that a right whale never exceeds one hundred feet in length; the sperm whale about ninety feet, and the finback never over seventy-five feet. I never witnessed a whale measured, yet, I have seen many of each kind. I am certain that sixty feet is a good average. The whale, when disporting upon the sea surface, gives the impression that the fish is of immense proportions, but upon getting near and measuring with the eye carefully it is plain to be seen that, seldom, indeed, are they over fifty feet. It is the floundering manner in which they swim that makes the inexperienced think the proportions so great.

The whale is, of all other animals, singularly constructed. The mouth is of peculiar structure, and when opened it is fully six to nine feet wide. In the right whale there are no teeth, but huge as the animal is the gullet, or throat, is not two inches wide. From this narrow formation of the throat it may be implied that its food is of a very diminutive kind. Such is really the fact, for it derives its food, or subsistence, from the millions of the small inhabitants of the deep ocean.

The method by which whalers distinguish the variety of the whale is by the spout. The common, or right, has two spout holes, while the sperm has but one. The finback has only one, but its spout is in the front of the head, while the others are considerably nearer the body. The difference is also explained by the manner in which they spout the water. Only the sperm whale has teeth, and these are in the lower jaw and in two rows.

The whale is seldom met with in mid ocean, or, rather, in tropical latitudes; but in the extreme north as well as the extreme south ocean, they are found in great numbers. I do not propose to say anything about the capturing and cutting up and taking in on board of the whale, as I never was engaged in this kind of duty, but will add that the life of a whaler is, or was, one of the most dangerous, and, at the same time, most exciting professions imaginable. Only in skillful hands can be averted the destruction of man and boat, and sometimes, indeed, of the ship itself.

Once when near the Falkland Islands witnessed a square fight between five boats' crews of the whale ship Monsoon, of Newburyport, and a school of sperm whales. Only that things became so dangerous prevented us from seeing it out. The whales however, had smashed to atoms two of the boats, when we deemed it prudent to sail off some distance; but the whalers, as afterward we met, conquered and secured no less than seven of good sized sperm whales and fortunately lost none of the crew.

The Captain of the whaler Gardiner signaled to us to leave the whaling ground, fearing the whales might give us a blow with their flukes, as he said the old "bulls" were desperately mad. We left not because of the signal—as we did not understand it—but because the place was "too hot" as Captain Baker remarked. When a whale becomes furious from an attack or in defending itself from the murderous harpoon of the whaler—and they always mean business—the whale sinks to the bottom or down a great depth, coming on and up in a perpendicular manner in the water. Its bulky head will rise up high in the air, with its huge jaw, wide and shaft-like, open, its ponderous flukes flapping and slashing the water into a white foam. Just then it is best to be as far off as it is convenient to get, unless you are enlisted for the war. The scene, as viewed from the deck of the Montezuma, was grand, if not appalling. It was, indeed, a real nautical tournament, a tilt between man and God's greatest of animal formations.

A GAY rooster tipped on light fantastic toe up to the occupant of a quiet nest and said: "Will you dance, Bid-die?" "Excuse me," said the hen, "I am engaged for the set."—New Orleans Picayune.

**Enterprise in Business.**

At no time in the history of the world has the spirit of enterprise been so indispensable an element in business as at the present day. The times when a man could get rich by plodding on, without enterprise and without taxing his brains, have gone by. Mere industry and economy are not enough in modern times; there must be intelligence and original thought. Every avenue of business is crowded, and, as soon as it becomes known that one man has made a success by one method, there are scores of eager aspirants ready to try the successful plan. The business man using those tactics sanctioned by usage almost invariably invites defeat, and it is not long before he ascertains the important fact that one, in order to succeed in these times of originality and fierce competition in every circle, must keep abreast of the times, and, if possible, ahead of them. All professions and callings are each day receiving new additions to their ranks of men bold in idea and keen in foresight. Men are no longer looking for markets where they may dispose of their goods to the best advantage, but are making them for themselves. The American business man may not lay claim to his knowledge of literature and the fine arts, but what is of infinitely more value to him, he knows his trade and his men. He may be slow at logic, but he darts at chances. He shapes himself to every exigency, and is continually switching into new tracks. In no country is the red-tapist so out of place as in America, and it is a bright omen for the future of our land that this is true. To the spirit of enterprise more than to any other element in business life has been due that rapid progress of America which has placed all the institutions of our country so far above those of any nation in the world. And nothing should prove more healthful or more stimulating to the young man entering into commercial life than this condition of affairs. The spirit of the times demands of him that he must from the very start be alert to discover new ways in business, and find new methods by which undertakings can be carried out a hundred times quicker than a year ago. A safe policy for adoption in modern times is to stick to the old method as the right policy, so long as no better way presents itself. But when that new way is discovered, haste should be made to improve it. Men are no longer made, as in times of old, but make themselves by their own efforts and energies. True enterprise is constantly on the alert to discover some new want of society, some fertile source of profit or honor, and is ready to supply the one or take advantage of the other.—Brooklyn Magazine.

**Liu-Kiu.**

A Chinese Emperor once sent an expedition to regain control of Liu-Kiu, but the affair was a failure. Then came a period of civil war, which split the island into three kingdoms, after which China stepped in once more and exacted a tribute, which was regularly paid for five centuries. The three kings of Liu-Kiu formally declared themselves the vassals of the Chinese Emperor Hong-ou, who advised them to give up fighting and cultivate trade. A colony of thirty-six Chinese families was sent over from Fokein, and Chinese books, Chinese writing, and Confucianism were introduced.

In the fifteen century the three kingdoms were once more reunited under one king, to whom the Emperor of China gave the name of Chanr, a name retained by the royal family of Liu-Kiu even unto this day. By this time there was a tolerably high state of civilization in the islands, with numerous temples of considerable wealth. A large trade was being conducted regularly from Napha with Satsuma and other provinces of Japan as well as with China and Corea.

In time the islands became a sort of entrepot in the commerce between China and Japan, and the King of Liu-Kiu was a sort of permanent mediator in the quarrels between the two great nations. By and by, however, when Japan began to cherish the ambitious designs of "annexing" both China and Corea, she sought, first of all, to induce the King of Liu-Kiu to acknowledge her supremacy. This the King refused to do, whereupon the Japanese invaded his kingdom, plundered and burned his cities, and took him away captive. In the seventh century the Chinese again gained the ascendancy, and so, tossed as a shuttlecock between the battlers of the two rival empires, poor Liu-Kiu fared badly until 1850, when payment of tribute to China finally ceased. In 1879 the Japanese deposed the King and forcibly annexed the islands, and in 1885, during the Franco-Chinese war, the formal recognition of their sovereignty was granted by China.—All the Year Round.