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OPERATED BY THE COMPANY  
SUPERIOR MEALS,  
**FIFTY CENTS**

**Missouri Pacific Time Card.**

**NORTH BOUND, ST. LOUIS AND K. C.**  
No. 26 Leaves.....5:25 a. m.  
No. 24 Leaves.....12:30 p. m.  
No. 30 Leaves.....10:10 p. m.  
No. 104 (Local).....10:35 a. m.

**WEST BOUND, FT. SCOTT CENTRAL.**  
No. 37 Leaves.....1:00 p. m.  
No. 39 Leaves.....5:45 a. m.

**SOUTH BOUND.**  
No. 29 Arrives.....5:35 a. m.  
No. 27 Arrives.....12:35 p. m.  
No. 25 Arrives.....11:15 p. m.  
No. 103 (Local).....3:20 p. m.

**EAST BOUND, FT. SCOTT CENTRAL.**  
No. 34 Arrives.....12:15 p. m.  
No. 40 Arrives.....10:08 p. m.  
R. A. BAILEY, Agt.

**Tariff Hand Book.**

Inasmuch as it is settled that the Tariff is to be the predominant issue in the Presidential campaign of 1904, the Tariff Hand Book, just issued by the American Protective Tariff League, becomes of special value. An equal amount of matter relating to the Tariff in its various phases has never been incorporated between the covers of any single volume. There is no question that the Free-Trade can possibly raise which is not answered in this handy book of ninety-six pages. Every fact bearing upon the Tariff and its relation to national and individual prosperity is herein to be found. Statistics covering almost every field of industrial, commercial and business activity are here presented in well ordered form, all of them authentic, official and indisputable. As an aid to writers and speakers in the current campaign, as well as to students desirous of informing themselves regarding economic facts and conclusions, the Tariff Hand Book will be found indispensable. Price, 25 cents. American Protective Tariff League, 329 Broadway, New York, N. Y.

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**Frisco Time Table.**  
**RICH HILL, MISSOURI,**  
DEPARTS.  
Kansas City Mail and Express.....6:25 a. m.  
Texas, Oklahoma & Memphis, Mail and Express.....6:00 p. m.  
Carbon Center.....4:45 p. m.

**ARRIVES.**  
Kansas City Mail and Express.....3:45 p. m.  
Texas, Oklahoma & Memphis, Mail and Express.....2:50 p. m.  
Carbon Center.....5:40 p. m.  
For detailed information in regard to train service, rates, etc., apply to E. T. LaBarriere, local agent, or Jas. Donohue, A. G. P. A., Kansas City, Mo.

**REPUBLICAN CO. CONVENTION.**

A delegate convention of the Republican electors of Bates county, Missouri is hereby called to meet in Butler, Mo., at the court house, on Saturday, Aug. 6, 1904 at 4 o'clock p. m. for the purpose of nominating candidates for the following offices, to-wit: Representative, Prosecuting Attorney, Sheriff, Treasurer, Surveyor, County Judge South District, County Judge North District and for the transaction of such other business as may properly come before the convention.

Under this call each township of precinct will be entitled to the following number of delegates.

Townships	No. Delegates
Mingo.....	2
Grand River.....	2
Deer Creek.....	10
East Boone.....	5
West Boone.....	4
West Point.....	7
Elkhart.....	5
Monard.....	5
Shawnee.....	0
Spruce { Ballard precinct.....	2
{ Johnstown precinct.....	2
Deepwater.....	5
Summit.....	4
Mt. Pleasant.....	20
Charlotte.....	6
Homer.....	8
Walnut { Foster precinct.....	4
{ Worland precinct.....	3
New Home { No. 1 precinct.....	3
{ No. 2 precinct.....	1
Lone Oak.....	5
Pleasant Gap { Lone Oak precinct.....	4
{ Pleasant Gap.....	4
Hudson.....	10
Rockville.....	8
Prairie.....	8
Osage { Rich Hill, no. ward precinct.....	13
{ Rich Hill, so. ward precinct.....	16
Howard { Sprague precinct.....	5
{ Home precinct.....	5
Total.....	185

It is ordered that the township or precinct meetings for the selection of delegates to this convention and election of township committeemen be held on Saturday, July 30, at 2 o'clock, unless otherwise ordered by the township committeemen by publication of notice in one of the Republican papers of the county.

W. F. DOVALL,  
Chairman County Central Com.  
Wm. M. Rice,  
Secretary.

**Defiance Starch**

Every housekeeper should know that if they will buy Defiance Cold Water Starch for laundry use they will save not only time, because it never sticks to the iron, but because each package contains 16 oz.—one full pound—while all other Cold Water Starches are put up in 8-pound packages, and the price is the same, 10 cents. Then again because Defiance Starch is free from all injurious chemicals. If your grocer tries to sell you a 12-oz. package it is because he has a stock on hand which he wishes to dispose of before he puts in Defiance. He knows that Defiance Starch has printed on every package in large letters and figures "16 oz." Demand Defiance and save much time and money and the annoyance of the iron sticking. Defiance never sticks.

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It is the desire of the Journal to reach every reader who wants to keep informed on the great National contest and the issues of the day. Any person who will send one dollar to The Kansas City Journal by postoffice money order, express order, or draft will be mailed the Daily and Sunday Journal from the time the subscription is received at The Journal office until January 1, 1905.

This offer extends to both new subscriptions and renewals. Persons who are already subscribers to the daily and Sunday Journal can receive the benefit of this offer by paying the subscription to date at the regular rate of one dollar for three months and then adding one dollar additional to advance their subscription to Jan. 1, 1905.

Send your name at once and receive the benefit of the full limit of free time.

In accepting this offer the full amount of one dollar must be remitted to The Journal as no commissions or discounts will be granted and all money must be sent to The Kansas City Journal, Kansas City, Mo.

This offer will not extend beyond October 1, 1904, and positively no adjustment at this rate will be granted on subscriptions after that date.

Address The Kansas City Journal, Kansas City, Mo.

**TRAINMEN'S SIGNALS.**

**They Look Simple but it Requires Practice to Master Them.**

A man standing in a railroad yard swings his arms as if to drive a spike. At the same instant an engine far down the track belches smoke and plunges backward. A wave runs down the train, as the couplings crunch on one another. The cars are quickly gathering momentum, when suddenly the man on the ground throws both arms back and forward in a horizontal circle level with his chest, as if he were swimming. Simultaneously, the man in the cab reverses the lever. Another shiver runs down the train. There is a hiss of escaping air from the cylinders. The brakes grind hard on the wheels. The train stops.

The average American traveler or the average New York commuter might say at first that this was an every day, commonplace event, to which only a child from the country would pay any attention. But let some railroad man ask him to explain how the man in the cab and the man on the ground understand each other so perfectly, and "Mr. Blase" would be forced to admit his ignorance.

And, though these signals seem simple, the amateur soon finds how difficult it is to imitate them. There is an easy swing of the arm which comes only with practice. Only the other day a gang of highway men undertook to hold up a train between Worcester and Providence. It had just begun to grow dark when the engineer saw one of the signal lamps suddenly change from green to red. He instantly closed the throttle and set the air brakes. As the train came crunching down to a standstill, he also saw a red lantern swing across the track, but not with the easy grace of the brakeman's arm. Suspecting foul play, and taking the risk of plunging into unknown peril, the man in the cab opened the throttle and flashed by the danger signal at full speed. As he passed he saw a gang of men close to the track. Two of them were tampering with the semaphore.

In learning the brakeman's art, a beginner finds himself in collision with a strange language, which must first be mastered. The words are English, but their relation one with another is distinctly foreign to a novice. Should one encounter a courteous brakeman, such as a Tribune reporter met recently in the terminal yards of the Erie railroad, in Jersey City, and ask him to explain his set signals, the brakeman is likely to start the lesson by saying:

"Watch my arms. There. That meant to shake 'em up. Now watch again. See how I swung 'em? That means to cut 'em off. When I swing both arms so, that means they're broken in two."

The reporter asked the brakeman to go a little slower and translate. The brakeman shook his head as if he pitied one who could not understand such a lucid explanation. Stretching out his arms sideways, so that they stood at right angles to his body, he said:

"That's the go-ahead signal. If the engineer I'm signaling to is way down the track, and its hard to catch his eye, I swing both arms. If I want him to shake 'em up or come ahead fast, I also use both arms. If I want them to go ahead slow, I use one hand and just move it."

At this moment another brakeman near by began swinging his arms in a circle, up and down, as one would be swinging a hammer.

At this moment another brakeman near by began swinging his arm in a circle up and down, as one would be swinging a hammer.

"There," exclaimed the reporter's instructor "that the back up signal! I was just going to make it." As he spoke a passenger train propelled by a brand new engine backed into a siding along which a crowd of impatient Montclair commuters were waiting.

"You want to watch the direction his hands are going," continued the railroad man, as he pointed to his fellow. "As he swings his arms you notice that his hand comes forward when it is up, and goes backward when it is down. There's everything in the direction of the swing. For instance, if you swing your arms in just the opposite direction, it would mean they're broken in two."

"What's Broken in Two," asked the newspaper man.

"Don't you know?" exclaimed the brakeman, with another look of pity at his pupil. "Why, the train, of course. The cars have become uncoupled. See there," and he pointed out into the freight yard. A freight engine was struggling to start a long train loaded for the West, when the last five cars broke away. The gap had widened so little that none except a railroad man would have detected that there was anything wrong. A brakeman who was running along from car to car had just discovered the break and was making vigorous gestures to the engineer. He swung his arms exactly in the opposite direction to the back up signal, bringing his hands up in front and down behind him. The engineer, blackened his speed a bit. The gap widened.

"What signal would you make to stop a train?" asked the reporter.

"A horizontal swing like this," was the reply, and the brakeman stretched out his hand in front of him and brought his hand to his chest, just like a person swimming.

"And what did you mean when you said cut 'em off," a little while ago?"

"Why, that's for the engineer to kick 'em off."

"Kick what off?"

Here the brakeman gave a sigh, but he did not lose his temper. "Why, see here," he said: "Say we've got a car on the end of the train that we want to send down the track into a siding. There's no use for the engine to waste steam and go way down there with it, so it kicks the car off. The brakeman uncouples the car, and then gives 'cut off' signal. There—watch that switch engine over there, and he pointed out into the yards again.

A train of passenger and express cars was moving along slowly, when the brakeman on the forward passenger car leaped to the ground and swung both arms forward and backward at an oblique angle. First his hands met, and then they were out stretched so that his arms made an angle of forty-five degrees to the line of his shoulders. The engine gave a few quick puffs and then came to a stop. Simultaneously the passenger car broke loose from the rest of the train, and with only a brakeman aboard to manipulate the brakes they rolled down the track, struck a switch which threw their wheels into a siding, and came gradually to a standstill at the end of the yard.

After the brakeman had explained that the night signals by means of a lantern were governed by the same rules as the day signals, he added:

"But what I have told you wouldn't do you much good out West. There the brakeman makes a signal to go ahead which would stop an eastern engineer. Once in a while a westerner passes muster and gets a job in a Jersey City yard, and then some day he forgets himself and gives our stop signal for the go ahead. It takes some time before he can make himself right with the engineer after that."

A sudden thought struck the brakeman and he began to laugh. "But in England they've a set of signals all to themselves. I knew of an Englishman who wanted to get a job on an American road, and when he was told to show what he knew about signals they thought he must have been an actor. He straightened himself up stiff, and then struck out his arms in different directions, like a Punch and Judy show. In the American signal motion conveys as much meaning as the position of the arms. With the English it's nearly all pose."

"What's the difference between the American and English signals to stop, for instance?" the reporter asked.

"All the difference in the world," was the answer. "The Englishman stretches his arms sideways, so they've out straight, to stop an engine. To an American that means go ahead. On the other hand, the Englishman makes the same sign to go ahead as we make to stop. When he wants the engineer to 'cut 'em off,' he puts both hands in front of him. An American makes an oblique sign with a full swing of each arm. The Englishman also has a good many more signs than we have here. To us they seem almost unnecessary. He has a signal to return to former position, by putting one arm in front of him and extending the other up in the air at an angle. He has a signal for the engineer to bring his train from a siding to a main line by putting up both arms obliquely. We have neither of these signals. I know of only one sign that is anything like ours, and that is the 'come ahead slow' signal, where you extend one arm horizontally at your side, and slowly shake your head. But you'll have to excuse me."

Here the brakeman made the "come ahead slow" signal himself, and, jumping onto a slowly moving train, he hung from a step where the engineer might watch his slowly shaking head.

—New York Tribune.

The territorial secretary has issued a charter to a corporation organized by Kansas City men that will operate under the name of the American Live Stock Association. The names of the Kansas City incorporators are: C. F. Duffelmeyer, R. G. Sutton, J. A. Koontz, L. F. Nelson, F. M. Weaver. Associated with them are A. J. Mahon, C. L. Bickerdie and J. J. McMahon. Sand Creek, O. T. The corporation is capitalized for \$1,000,000 and will buy and sell live stock, besides acquiring lands in Oklahoma, New Mexico, Texas, Kansas and Missouri.

At a recent reunion of the Watkins family at Warsaw, Ind., Mrs. John Watkins, aged 93 years, was present with four sons, all of whom served through the Civil War. The sons range in age from 60 to 66 years.

William Gamun, of Ottawa, Ill., is probably the dean of the newspaper profession in the United States. He is 84 years of age, and has been editor of the Free Trader, almost continuously since 1840—more than sixty-three years.

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The Semi-Weekly Star contains an agricultural department to each issue, giving information on farm affairs, live stock, dairying, orchards, garden, poultry, etc., besides the latest reliable market reports.

**The Semi-Weekly Star  
St. Louis, Mo.**

**Attention.**

The U. S. Government will provide headstones for unmarked graves of soldiers, sailors and marines who served in the state militia—the Army or Navy of the United States, whether they died in service or since their discharge. These headstones are of the best American white marble, 36 inches long, 10 inches wide and 4 inches thick. General Canby, Post No. 10, G. A. C., at their last meeting, determined to order these headstones for all unmarked graves of their deceased members and all other soldiers' graves of whom they can get the necessary record. If anyone wishes such a headstone to mark the last resting place of a soldier father, husband or brother, send the name, rank, company, regiment, and date of death to Geo. P. Hucceby, Adj. Post, and it will be ordered.

By order of  
R. L. McMURTRY,  
Post Councillor.

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