Nama	Amt.
Manie.	135
Chas Mochel	
L Mertz Mrs Z B Lyman	870
Mrs Z B Lyman Mitchell	100
	325
F Buschmann	335
J B Beckett	100
Calla E Rogers	
Harry Palmer Mrs Jean Eckfeld	
Florence M Lacey	
J M Nargney	
F D Lindley	
Sam'l Curtis	
V Simonson	
T S Rogers	
D G Graham Est	85
Oliver W & Ida J	
Cooper	35
Henry Hogreve Guard	
Mrs Horace Shaw	100
Miss Jeanette Shaw	
W F Anderman	
J M Riel	
Jane Tope	
Geo Fidler	270
Edw J Heintz	870 100
Addie H Caldwell Clara Lacey	35
J W Rogers	335
Sam'l Curtis	335 670
R M Vallou	170
A L Bartholomew	335
Fred Baker	170
Melinda Timke Louisa Timke	35
Frank Timke	335
Henry Timke	335 170
J L Riedy J R Foster	000
F D Burhans	170
M C Connors Margaret J Davis	670
John F Johnston	270
Mrs C E Rogers Eugenia Dickson	170
Eugenia Dickson Harry R Hatch	100
M A Tate	335
F. J. Venard	35 35
Victor Peterson	70
James Chilvers	170
John Holland	170 500
J W Hughes	170
W S Green	335
Pearl B Bonnesteel	170 335
Helen J Kenyon Dr S A Robberts	35
E R Puffer	335
H H Wolfershlem	300
R C Elsworth	25
) F Kidwell	435
F H McElhone	170
Mrs Ella Chilvers Frances N Hughes	70
Ruth A Hughes	7.9
Geo A Riel	676
Wm Nuttall Minnie F Hughes	35
Edwin A Feldot	170
Jeanette Shaw	135
Frank J Knight	100
Alice V Lacev	7.0
Grant W Nash	35
J W Nash	100
8 J Perkin	100
Edw J Yackley	170
Chas F Kidder	170
T R Morris	170
Bessie E Nash	70
F O Clifford Edw C Curtis	35
Laura A Curtis	200
Needed Them.	

# Needed Them.

Little Johnny was ill. Indeed, little Johnny had been desperately ill. But little Johnny neither had been nor was too ill to be vastly concerned over any chance to get something for noth

When the doctor came into the bed room, the other morning, he placed his finger on Johnny's pulse and then smiled.

"Fine! Splendid!" he said to John ny's mother. "His pulse dropped a quarter yesterday and a half today

Excellent!" And after he made his departure little Johnny lay in bed staring vacantly into space. It was quite evi dent that something was on his mind

"Mamma," he said finally, "when the doc comes tomorrow will you ask him where that quarter and that hall dropped to-I've got only six cents in my bank and I'd like to find 'em?"

# Recipe for Ghosts.

ing ghosts" is the result of indiges The following notes may be useful to amateurs anxious to investigate psychological phenomena: Lobster salad, eat ... after midnight

It is generally understood that "see

one ordinary ghost, with chains.

Two Welsh rarebits and a nance ple, one mysterious gray lady, emitting groans.

Cold roast pork, mixed pickles, and strong tea, taken immediately before retiring, a genuine family specter carrying his head under his arm.

A portion of cake, result of daugh ter's first lesson at cookery school, a troupe of fearsome blood-stained hobgoblins, with blue lights shining out of empty eyesockets.

# A Boy Strategist.

Mrs. Bright and her little nephew, Kenneth, were visiting some relatives in the country and, one morning, were crossing a pasture lot together. When they were about half-way across Mrs. Bright saw two oxen and paused doubtfully.

"I really don't know whether it is safe for us to go near those oxen, Kenmeth," she said, stopping.

\*Oh, don't you be afraid of the exes, auntie," said Kenneth, as he tightened his hold on her hand encouragingly. "They wont hurt us. first time I came out here I was afraid of them. I didn't dare go back of them, and I didn't dare go in front of them. But I thought of a fine way at last. I just got down and crawled under them."-Harper's Magazine.

# Centenarians.

The countries having the greatest number of people 100 years old, or more, are as follows, in their rank: Roumania, Bulgaria, France, Great Britain, Germany, United States, Bulgaria, with 4,000,000 population, has 8,300 centenarians, while our country, with 100,000,000, can show less than one hundred centenarians.

Most Valuable Fur. Sea otter is the most valuable fur at present; Russian sable is next in value, with silver for nearly approachfing it, although when the size of the skin is considered the sable is infiaftely greater in value.

# POLITICAL

POLITICIANS WHO CAPITALIZE STRIFE A MENACE TO GOVERNMENT.

Neglect of Agricultural and Industrial Opportunities a National Crime.

# By Peter Radford.

There never was a time in the history of this nation when we needed statesmen more or agitators less than at the present moment. The opportunities now afforded us on land and sea demand the best there is in statecraft and the possibilities that are confronting us call for national issues that unite the people, build industry and expand trade. The agricultural and industrial development of this nation has suffered severely at the hands of agitators who have sent torpedoes crashing into the port side of business and whose neglect of the interests of the farmer makes them little less than political criminals. We want no more of these evil spirits to predominate in government. Too long their hysterical cry has sent a shiver down the spinal column of industry. Too long have the political agitators capitalized strife, pillaged progress and murdered opportunity. An indus trial corpse is not a desirable thing, a crippled business an achievement or neglect an accomplishment about which any representative of the government has a right to boast.

## Issues that Breed Agitators Should be Eliminated.

The political agitator must be eliminated from public life before thoughtful consideration can be given to a constructive program in government. The liquor question is the most prolific breeding ground for agitators and whether pro or anti, the hatch is equally as undesirable. This article is in no sense a discussion of the liquor question but deals solely and by way of illustration with the political products of that issue. Other subjects will be dealt with in the order of their importance.

In the history of our government the liquor issue has never produced a constructive statesman worth men tioning and it never will. It has sent more freaks to Congress, Lilliputians to the Senate and incompetents to office than any other political issue

under the sun. The recent experience of the Eng lish Parliament which lashed itself into a fury over the liquor question has a lesson that it is well for the farmers of this nation to observe; for the subject in some form or other is constantly before the public for solu tion and ofttimes to the exclusion of more important problems to the Amer

# ican plowmen. Too Many Political Drunkards.

Lloyd-George, the Prohibition leader of Europe who led the prohibition fight in England, has declared that he will never again take a drink politically and there are many American politi cians-pro and anti-who would render their country a service by climbing on the water wagon or signing a pledge of political temperance. Too often our legislative halls are turned into political bar-rooms and many of the members become intoxicated on liquot discussions. We have too many polit ical drunkards-pro and anti-in our public affairs. No one who is a slave to the political liquor habit is quite so capable of dealing with the business affairs of government as the sober and industrious. We have few public men in this day who are strong enough to resist the temptation of strong drink politically and when the demon Rum once becomes firmly entrenched in the mind of a politician, he is less capable of meeting the demands for constructive statesmanship now confronting this nation.

We have in this country too many red-nosed politicians-both pro and anti. A candidate with political delirium tremens, a preacher with political snakes in his boots and an agitator drunk on the liquor question are the saddest sights in civilization and they should all be forced to take the political Keeley Cure.

It is far more important in government to make it easier for those who toil to eat than to make it more difficult for a few topers to drink. There is not one person in one hundred of our rural population that ever touches liquor but we all eat three times a

# THE LAYMAN'S DUTY

There never was a time when preachers and politicians formed an unholy alliance that civilization did not shrick out and Christianity cry aloud. Since the beginning of government, politicians have sought to decoy the ministry into the meshes of politics and make them carry banners in political processions. They have taken the ministry to the mountaintop of power and offered to make them monarch of all they surveyed, and while most of them have said, "Get thee behind me Satan," a few have fallen with a crash that has shaken every pulpit in Christendom.

# OUR PUBLIC FORUM

# I---Introductory

culture and Commerce, the master and ofttimes drawn, by slaves; while minds of this nation will be invited her artists were painting divine to the public forum and asked to de- dreams on canvas, the streets of liver a message to civilization. Men proud Athens were lighted by firewho achieve seldom talk, and men who talk seldom achieve. There is no such thing as a noisy thinker, and brevity is always a close companion but the master minds of today are

to truth. by the side of men who can roll in of the greatest age, and the greatest place the cornerstone of industry; to | men that ever trod the greatest planet associate with men who can look are solving it. Their achievements at the world and see to the bottom have astounded the whole world and of it; to commune with men who can we challenge every age and nation hear the roar of civilization a few centuries away.

element of our day that cries out velous achievements of the tremendagainst every man who achieves, "Crucify him." Mankind never has can press a button and turn a light and probably never will produce a generation that appreciates the genius can take down the receiver and talk of its day. There never will be a crown without a cross, progress without sacrifice or an achievement without a challenge.

This is an age of service, and that man is greatest who serves the largest number. The present generation has done more to improve the condition of mankind than any civilization since human motives began their upward flight. The Greeks gave human thought from bondage. her traffic masters for its servants.

Through the Press Service of Agri- | moved on two-wheeled carts driven brands dipped in tallow.

The genius of past ages sought to arouse the intellect and stir the soul seeking to serve. Civilization has as-It will be a great privilege, to stand signed to America the greatest task to name men or products that can approach in creative genius or mas-Too often we listen to the rabble terful skill in organization, the marous men of the present day. Edison on multiplied millions of homes; Vail with fifty millions of people; Mc-Cormick's reaper can harvest the world's crop, and Fulton's steam engine moves the commerce of land

The greatest thing a human being can do is to serve his fellow men; Christ did it; Kings decree it, and wise men teach it It is the glory of this practical age that Edison could find no higher calling than to become life inspiration, but while her orators the janitor to civilization; Vail the were speaking with the tongues of messenger to mankind; McCormick angels, her farmers were plowing the hired hand to agriculture, and with forked sticks; while her phil- Fulton the teamster to industry, and osophers were emancipating human blessed is the age that has such

# OUR PUBLIC FORUM

# II---L. E. Johnson On Two-Cent Passenger Rates



states have a two cent passenger rate | business and enough to give some and whatever loss is incurred is recovered through freight revenue. The jus- doing the business regulated. This tice of such a procedure was recently passed upon by the Supreme Court preme Court. Its decision responds of West Virginia and the decision is to the judgment of the fair-minded so far-reaching that we have asked L. E. Johnson, president of the Norfolk and Western Railway whose road a railroad earns a surplus on a parcontested the case to briefly review | ticular commodity by charging reathe suit. Mr. Johnson said in part:

fares were fixed by the legislatures person or property for less than cost. of a large number of states at two The surplus from a reasonable rate cents a mile. As a basis for such properly belongs to the railway comeconomic legislation, no examination pany. If the surplus is earned from was made of the cost of doing the an unreasonable rate then that rate business so regulated, nor was any should be reduced. The State may attention given to the fact whether not even up by requiring the railroad such a rate would yield to the rail- to carry other traffic for nothing or way companies an adequate or any net return upon the capital invested

in conducting this class of business. "Such a law was passed in West Virginia in 1907. The Norfolk and Western Railway Company put the rate into effect and maintained it for two years. Its accounting during these two years showed that two cents a mile per passenger barely paid the out-of-pocket cost and nothing was left to pay any return on capital invested. It sought relief from the courts. Expert accountants for own bottom."

The farmers of both the State and the Railway Comthis nation are pany testified that the claims of the vitally interested railroad were sustained by the facts. and equity be carrying a passenger a mile. The is a heavy con- State could not segregate its passenger business for rate fixing withfreight revenues, out allowing a rate that would be sufficient to pay the cost of doing return upon the capital invested in was the issue presented to the Susentiment of the country. The Supreme Court says that, even though sonable rates, that affords no reason "Some ten years ago, passenger for compelling it to haul another's

The decision is a wholesome one and demonstrates that the ordinary rules of fair dealing apply to railway companies. The fact that one makes a surplus on his wheat crop would never be urged as a reason for compelling him to sell his cotton at less than cost. It would not satisfy the who wanted bread to be told that its high price enabled the cotton manufacturer to get his raw product for less than cost. In this case the court reaffirmed the homely maxim that each tub must stand upon its

# OUR PUBLIC FORUM

# III---Julius Kruttschnitt

# On Financing Railroads



this nation need to become better acquainted the railroad men those who know information and the farmers America should listen attentively to what the men who manage rail property road

have to say. Mr. Kruttschnitt, executive head of the Southern Pacific, has written an article dealing with the financing of rafiroads. He said in part:

"The financing of a railroad is a function which the people, through their servants, the Railroad Commissioners and the Legislators, have never attempted, but it is a most important problem, especially to sections of a State where new railroads are needed. The placing of securities has been left entirely with the promoter and owner of railroads.

"The immediate determination o what earnings the railroad shall be permitted to receive and what burdens it shall have put on it is in the

The farmers of | -the Legislators and the Commis sioners

"Managing a railroad is quite different from managing a government where the money is raised by taxation. When the expenditures, for good reasons or otherwise, increase, taxes can be equally increased. The railroads, while servants of the public, cannot raise money with such ease and facility. The railroads must keep their expenditures within their incomes because while they have some control over their expenditures they have almost no control over their incomes, their rates being fixed by public authorities.

"There is not a railway manager in the country today who is not fearful that under the press of increasing demands the transportation systems of the country will, in a few years, break down, unless the railroads are allowed to earn larger funds wherewith to build it up. There are vast sections of the country, especially in the West, where more railroads are needed and they cannot be built unless the railways raise new capital.

"People invest money in order to make money, and they are skeptical as to whether they can make money by investing in concerns that are dealt with stringently and unfairly. Railroad securities must be made more attractive to invite investments, and attractive, the roads must be allowed earnings that will enable them to Hands of other servants of the public | meet the increased capital charges."

WOMAN'S SUFFRAGE FROM THE VIEWPOINT OF LEADING FARMERS.

Why should women vote? That is the question that is ringing from ocean to ocean and reverberating from the Canadian boundary to the Mexican border. It is the mission of a newpaper to give the news and the action of the Texas Farmers' Union in opposing woman's suffrage when that question was recently before the Texas legislature is significant as representing the attitude of the organized plowmen. We reproduce in part the argument presented by Hon. W. D. Lewis, president of the Texas Farmers' Union, in opposing the bill: "It is gratifying to note that it is not the farmer's wife who is mamoring for the ballot. She is too busy trying to make happier homes, molding the minds of future citizens and sharing with her husband the cares of life to indulge in political gossip. The ballot will give her no relief from drudgery, give no assistance in clothing the children or bring to the home additional comforts, conveniences or opportunities in life. It is, as a rule, the city woman promoted to idleness by prosperity, who is leading the suffragette movement.

"From many standpoints, perhaps a weman has as much right to vote as a man. So has she as much right to plow as a man; she has as much right to work in a factory as a man; she has as much right to shoulder a musket as a man, but we would rather she would not do so from choice and we regret that necessity oftimes compels her to earn a living by engaging in gainful occupations. We do not consider misfortune a qualification for suffrage or a business acciin railroad rates Two cents did not pay the cost of dent a reason for granting franchise. We are opposed to woman at the tween passenger State, however, contended that the ballot box the same as we are opand freight rates railroad was earning enough surplus posed to woman in the field, in the is especially im- on its state freight tusiness to give a factory or in the army and for the portant to the fair return upon the capital used in self-same reasons. We had rather man who follows its passenger as well as its freight see her plant flowers than sow wheat: the plow for the business. For the purposes of the gather bouquets than pick cotton and travels case, the railroad did not deny this, rear children than raise political isvery little but he but held to its contention that the sues, although she may have as much right to do one as the other.

# Opposed to Ussexing Humanity.

"Sex qualification for suffrage may have its apparent inconsistencies. No general rule adjusts itself perfectly to all conditions. It is a favorite argument advanced by the proponents of woman's suffrage that many cultivated and noble women are far more capa ble of intelligently exercising sov ereignty than a worthless negro, but the South never was anxious negro suffrage, and while culture and refinement, and even morality, are desirable virtues, they are not the only qualifications for franchise.

"The primary, inherent and inseparable fitness for suffrage is support ing a family. The plow handle, the forge and the struggle for bread afford experience necessary to properly mark the ballot. Government is a great big business and civilization from the very beginning assigned woman the home and man the business affairs of life.

"There has been much freakish legislation enacted during the past decade that no doubt appeals to woman's love for the ridiculous, but to undertake to unsex the human race by law is the height of legislative folly and a tragedy to mankind.

"We are opposed to the equal rights of woman-we want her to ever remain our superior. We consider woman's desire to seek man's level the vellow peril of Twentieth Century civilization.

"Woman is the medium through which angels whisper their messages to mankind; it is her hand that plants thoughts in the intellectual vineyard; it is through her heart that hope, love and sympathy overflow and bless mankind. Christ-the liberator of womankind-was satisfied to teach the lessons of life and He was a man. He chose to rule over human hearts and re fused worldly power and men followed after Him, women washed His feet, little children climbed upon His knees and the Ruler of the universe said that in Him He was well pleased. Can woman find a higher calling?"

# THEMISTOCLES

When Themistocles was asked by his host at a dinner party to entertain the guests by playing the lute, he replied that he could not play the fiddle, but that he could make a small town a great city. We have in this nation many politicians who are good "fiddlers," but they cannot make a small town a great city. We are overrun with orators who can play upon the passions of the people, but they can't put brick and mortar together. We need builders.

power understand that the highest glory of a statesman is to construct, and that it is better for a man that he by raising rows and who flash swords should build a public highway than dripping in the blood of industry unthat he should become Governor of a state, and that he start a plow than that he become the author of a law. in order that they may be made more The true test of statesmanship is the plow and the hammer, so let those who would govern, first build.

# FREE PORTS

CONGRESS SHOULD GIVE THEM PREFERENCE IN APPRO-PRIATIONS.

# By Peter Radford,

This nation is now entering upon an era of marine development. The wreckage of European commerce has drifted to our shores and the world war is making unprecedented demands for the products of farm and factory. In transportation facilities on land we lead the world but our port facilities are inadequate, and our flag is seldom seen in foreign ports. If our government would only divert the energy we have displayed in conquering the railroads to mastering the commerce of the sea, a foreign bottom would be unknown on the ocean's highways.

This article will be confined to a discussion of our ports for the products of the farm must pass over our wharfs before reaching the water. We have in this nation 51 ports, of which 41 are on the Atlantic and 10 are on the Pacific Coast. The Sixty-second Congress appropriated over \$51,000,-000 for improving our Rivers and Harbors and private enterprise levies a toll of approximately \$50,000,000 annually in wharfage and charges for which no tangible service is rendered. The latter item should be lifted off the backs of the farmer of this nation and this can be done by Congress directing its appropriations to ports that are free where vessels can tie up to a wharf and discharge her cargo free of any fee or charge.

A free port is progress. It takes out the unnecessary link in the chain of transactions in commerce which has for centuries laid a heavy hand upon commerce. No movement is so heavily laden with results or will more widely and equally distribute its benefits as that of a free port and none can be more easily and effectively secured.

# VITAL PROBLEM OF AGRICULTURE

By Peter Radford.

There is no escaping the market problem and the highest development of agriculture will not be attained until it is solved, for a market ta as necessary for the producer as land on which to grow his crop. Governmental and educational insti-

tutions have spent \$180,000,000 in the United States during the past ten years for improving soil production and improving seeds and plants, but very little attention and less money has been given to the marketing side of agriculture.

The problem is a monumental one and one which will never be solved until it gets within the grasp of a gigantic organization where master minds can concentrate the combined experience and wisdom of the age upon it. It is a problem which the farmers, merchants, bankers, editors and statesmen must unite in solving.

The Farmers' Union stands for all there is in farming from the most scientific methods of seed selection to the most systematic and profitable plans of marketing, but does not believe in promoting one to the neglect of the other. We consider the work of farm demonstrators valuable and we ask that governmental and commercial agencies seeking to help us. continue to give us their assistance and advice, but we believe that their influence should be extended to the marketing side of our farm problems

We cannot hope to develop manufacturing by over-production of the factory; we cannot build up mercantile enterprises by the merchants loading their shelves with surplus goods and no more can we develop agriculture by glutting the market with a surplus of products.

# DARIUS

The neigh of a horse made Darius King of Persia, the six contending powers for the throne agreeing among themselves that the one whose horse should neigh first should possess the kingdom. This ancient method of settling disputes among politicians could be revived with profit today. If our partisan factions and petty polfticians could only settle their disputes by the neigh of a horse, the bark of a dog or the bray of a donkey, it would be a great blessing and would give our citizens a better opportunity Let those who hunger and thirst for to pursue the vocations of industry free from political strife.

Let those who pick political plums derstand that they cannot turn the public forum into a political arena and by a clash of personal aspirations still the hammer and stop the plow and that their quarrels must be settled in the back alleys of civilization.

There were al en which c are compl see fixed, the It is expe will greatly

T AURO

rill be held

Aug. 7th, wh

as "Republic

president of t he Republic senators, co state official resentatives, o ekalb, Kenda leary countle s, the city off counties, wh ressive, cand Illinois and of Illinois will

S' CHORUS