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CATTLE RAISERS CASE BEFORE THE INTERSTATE COMMERCE COMMISSION

Testimony in the action of the Texas Cattle Raisers' Association against railroads in Texas and all railroads of the country leading to live stock markets, seeking to secure better service in handling live stock shipments, was begun before G. A. Prouty of the interstate commerce commission in Fort Worth Monday morning. The action has been in progress over a year and testimony has been taken at various times in St. Louis, Kansas City, Denver, Chicago and other points.

The testimony taken in Fort Worth, it is said, will conclude the presentation of the case before the interstate commerce commission.

At the hearing this morning, which was held in the federal building, Sam H. Cowan of Fort Worth appeared for the Cattle Raisers' Association. Judge Baxter, representing the railroads, was delayed from attending the opening session, by a late train. A number of witnesses and railroad attorneys were present at the first session.

The contention of the Texas Cattle Raisers' Association is that railroad service for shippers of live stock in 1903 was inferior to that of 1898 and that rates for shipment were higher.

W. G. Van Vleck, manager and second vice president of the Galveston, Harrisburg and San Antonio; The Texas and New Orleans railroad, the Gulf, West Texas and Pacific and the New York, Texas and Mexican, was in the city, accompanied by F. B. Parker, general attorney for the Harriman interests, to give testimony on the part of the defendants. Judge Baxter's presence was not necessary during the giving of his testimony and Judge C. A. Prouty, representing the interstate commerce commission, held a session of an hour and a half to give a chance for the introduction of the testimony of Mr. Van Vleck.

The hearing opened at 10 o'clock. Mr. Van Vleck testified to his titles as given in the foregoing paragraph, and stated that he had been in the operating department of railroads about thirty years, as warehouseman, telegraph operator, station agent, etc., and for a number of years manager. He has worked in none but the operating department. Judge Parker explained to him (the witness) that the complaint was made that the service in shipments of live stock was not as good in 1903 as in 1898.

Commissioner Prouty stated that it had been agreed in Chicago not to bring the record to Texas, as it has grown very voluminous and freight rates are too high. Judge Parker stated that if freight rates interfere that he would inform the commission that the Texas commission has recently reduced the express rate.

The examination of the witness then proceeded. Mr. Van Vleck referred to a voluminous record he had, and made comparisons between the years 1898 and 1903. The average number of miles per hour of live stock trains in 1898 was 16.23; in 1903, the service was 18.90; increase in the time made, in favor of 1903, was 16.06 per cent, showing the service was better in 1903.

The gross earnings of the roads are shown as follows:

	1898.	1903.
T. and N. O.	\$1,204,130	\$3,289,209
G., H. and S. A.	4,407,089	7,083,220
N. Y., T. and M.	247,140	469,483
G., W. T. and P.	69,890	163,009

EXPENSES SHOW INCREASE

The operating expenses for these years were as follows:

	1898.	1903.
T. and N. O.	\$1,032,530	\$2,848,882
G., H. and S. A.	3,943,281	6,522,687
N. Y., T. and M.	179,509	380,883
G., W. T. and P.	116,372	161,895

A comparison shows the percentage of expenses as compared with the gross earnings is an increase, the statement being:

	1898.	1903.
T. and N. O.	86.66	86.61
G., H. and S. A.	72.33	92.09
G., W. T. and P.	86.08	99.32
N. Y., T. and M.	54.48	81.13

He stated that he had compared the operating expenses of all Texas railroads with the gross revenue, and it shows that in 1898 the operating expenses were 73.70 per cent of the gross revenue and in 1903 it was 82.06 per cent. He stated that he accounts for the increase in operating expenses on account of the increase in the cost of material of from 26 to 40 per cent; increase in the wages of conductors and trainmen of 15 per cent; increase in increase in salary of engineers of 7½ per cent; increase in the wages of agents and operators of 15 per cent; increase in the wages of carmen, machinists and other

shopmen of 15 per cent. He gave the following figures to show the comparison of cost per freight train mile in cents in the two years under consideration:

	1898.	1903.
T. and N. O.	\$1.27	\$2.31
G., H. and S. A.93	1.72
N. Y., T. and M.	1.42	1.73
G., W. T. and P.89	1.36

Mr. Van Vleck stated that in the transportation of cattle, 41 per cent of the tonnage of the train is the live stock, the wages of switchmen of 12 per cent; which is paid for, while the balance is a dead load, equipment, bedding, etc. All other hauls show the paying freight to be 57 per cent of the tonnage.

TONNAGE RULE IMPRACTICABLE

Mr. Van Vleck said it is not possible to apply the tonnage rule to live stock shipments. The trains must make better time, special attention is required, all trains except those in the passenger service are kept out of the way, special switch engines are necessary; special facilities are required, there must be bedding, disinfectants, etc.; it is necessary to convey parties in charge of shipments; must furnish cars promptly and as a rule they go one way empty; orders given for cars are upon very short notice and must often be run to point of origin of the shipment on special trains and empty. Mr. Van Vleck said that the lines which are represented by him have invested in live stock cars \$227,010, and in grounds, pens, etc., \$145,209, making a total of \$372,219 invested in special facilities for handling live stock, which are not used for any other purpose. His lines in 1903 hauled 1,375 live stock trains. Had these trains been loaded with dead freight, so many trains would not have been required for the service, as it would have been possible to have worked in the cars on other trains, and other trains could have been loaded more to the capacity of the engines than was done in the matter of live stock trains. Live stock equipment is used about five months in the year. Generally live stock moves actively, and as it moves so quickly during a short period of time, the company is without facilities to handle it all. The average mile per car, per day is given by Mr. Van Vleck as follows:

	1898.	1903.
All service, all cars	29.6	29.5
Live stock cars	5.	8.2

TRAIN LOAD SHIPMENT GROWING

In late years less than train load shipments of live stock are increasing. There are not so many large ranges on the line; stock shipments are in a small way and many are by farmers. This stock is handled in especially arranged trains, which are run to accommodate less than train load trains.

Asked by Mr. Parker if it is true as charged that the railroad company furnishes feed at points where pens are located at excessive rates, Mr. Van Vleck said such was not his information, but that if it is true, that the shipper has redress in that he can purchase his own feed and from whom ever he pleased. If the shipper buys at the pens he does so of his own volition.

Mr. Cowan, representing the complainants, then took the witness. He asked where feed could be gotten along the lines represented by the witness.

Mr. Van Vleck replied that it could be gotten at all places where stock is fed in

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THE FAT STOCK SHOW MUST BE LARGER, SAYS STUART HARRISON

The first national live stock show of any character to be held south of the quarantine line is to be held in Fort Worth in March next, it being the annual event of the National Shorthorn Association held in connection with the Fort Worth fat stock show.

It was at the recent meeting in Chicago, which was attended by Stuart Harrison of this city, that the association determined upon such an arrangement, and made an appropriation of \$1,500 for the event. The show will be held under the direct supervision of the national officers of the affair. This increases the importance of the Fort Worth fat stock show and will bring to this section the wealthiest of the shorthorn breeders.

The Telegram requested of Stuart Harrison, upon his return from Chicago, an article regarding the fat stock show and the attendant benefits. This article follows:

STUART HARRISON'S IDEA

I have always heard that a trip to the larger cities by a person from a smaller city has a tendency to improve and expand the visitor's mind. This statement I, in my egotism, did not agree with; in other words, I imagined that a residence in Fort Worth of twenty-odd years had about "rounded me off" and that I knew something. My recent journey to Chicago has convinced me that there is plenty to learn away from home. I will try and outline some of the few things that I succeeded in "catching on to."

The first lesson which I learned as soon as I arrived in Chicago was that a first-class, up-to-date fat stock show, under the management of that prince of managers, W. E. Skinner, can crowd a city like Chicago to its utmost capacity, so far as hotels are concerned, as I had a great deal of trouble in securing a room. I did not wonder at this, however, when I visited the stock yards, where the show was held, and saw day after day from 50,000 to 80,000 people pass the gates. Just imagine nearly as many people as the cities of Fort Worth and Dallas both together contain, attending a fat stock show in one day and you have an idea what 80,000 people are. A great many of these people had come hundreds and some of them thousands of miles to see the show, as I met gentlemen from California, Mexico and other distant states and countries, all eager to see and delighted at what they did see.

The thought immediately suggested itself to my mind that Fort Worth could improve and enlarge her fat stock show to such an extent that it would soon be classed as one of the annual great events of the south. I recognize the mistakes we have made in the past, among which is the fact that we have confined our efforts almost exclusively to the showing of registered breeding cattle and fat steers, which is the most serious one.

VARIETY NEEDED

To make our show a success you must have variety. All the people do not appreciate cattle as they should be appreciated. A great many people admire horses, sheep, goats, hogs and poultry, and to draw the crowd you must show them what they want to look at. We should by all means, and at once, take steps to encourage the showing of registered hogs and sheep, brood mares, colts and stallions and last, but not least, a dressed poultry show should be encouraged. Suitable premiums should be paid for the best dressed carcasses of turkeys, chickens, ducks, geese and other poultry. This would have a tendency to enlist the women of our section in an effort to raise, fatten and exhibit fine specimens of these birds, to the end that a great deal of money would flow into the pockets of our farmers. It is true, a great deal of poultry is now raised and marketed in Fort Worth, but I believe that the quality of the fowls could be improved as much by correct feeding and preparation for market as the quality of our shorthorn or Hereford steers excels the old-fashioned Texas-long-horned steer. I think that either Swift or Armour would gladly allow us sufficient space in a chill room to make this exhibit.

There is another very interesting feature that has been overlooked, and that is the killing and exposing to view of the champion steers, after their carcasses

have been properly dressed and cut up by experienced butchers, together with a lecture by Professor Craig, or some other expert, explaining the excellence of the meat, or its deficiencies; whether the animal was fed properly or not; whether he was fed sufficiently long or too short a time, etc. I would suggest that we also request such concerns as Armour, Swift, the Texas Brewing Company and others to prepare two, four and six-horse show teams, to be attached to delivery wagons, neatly painted, and arranged in exhibition style. I saw a show of this kind in Chicago, and it was very fine. Our people will be surprised if we add this feature what an attraction it is. The glittering harness, the wagons painted in the colors of the respective concerns, the prancing and fiery horses, and the magnificent exhibition of driving all go to make up an exceedingly charming exhibit.

We can, here in Fort Worth, have a fat stock show with these or other added features to the great foundation we have already laid, that will reflect credit upon our city and put money in our pockets. We can make the show week a carnival week, bearing in mind that all features should be of a live stock kind or nature. This town has been built by stockmen, supported by them, and will continue to be if the citizenship of Fort Worth can be induced to concentrate their efforts in the spring of each year on a cattle show. Let it improve; let it expand. Don't act in a peevish manner, by giving small premiums, and confining the show to a few classes. Don't think because you don't like a fat stock show that no one else like one. Bear in mind that it takes good premiums to get the first-class animals shown here. I have noticed a desire on the part of some of our people to have a fat stock show; but they want it hampered by small premiums; run on a niggardly way. This won't do, gentlemen. You had better "cut out" the show altogether than to cripple it and think you can "fool" anybody by a poor show. Let's give a bigger show every year, expand it, improve it, encourage it, make it the biggest thing in Texas. The time has gone by when Fort Worth, with her mammoth packing houses, can do anything small in the cow line and satisfy the great big-hearted cattlemen of this state. They are not small people. They are not used to small things. They make large trades and spend their money in Fort Worth lavishly. They are entitled to the best and most generous treatment that Fort Worth can give them.

Let's stop talking about how hard it is to raise the money for the fat stock show and go to work and raise it. I have heard a good deal of complaint about this man or that man winning too many premiums. Now, when we analyze these complaints they are very unfair, for the market could not win them unless he had the cattle to win them with. The premium lists are not made up to suit any one's particular herd of cattle. They are drawn according to the best and most approved methods, as recommended by the national associations, which have learned how to do these things through years and years of actual experience. I will admit that the exclusion, to a large extent of registered hogs and sheep from our shows has possibly been influenced by two motives; the first and most important being to save money to Fort Worth, and the second, through just a little selfishness on the part of the cattle exhibitors. But we can rectify this in the future. It is necessary to do this, as the packing houses are desirous of encouraging the improvement of both sheep and hogs in this state.

MR. McPEAK'S IDEA

F. G. McPeak, a member of the Texas Cattle Raisers' Association and southwestern manager for the DeForrest Wireless Telegraph Company, said today:

"I am in favor of Fort Worth going ahead and making of the fat stock show the biggest thing in the country. I do not think we ought to divide our energies or try to have too much. A spring carnival and any other kind of a carnival is a good thing, but we have too big a proposition in the fat stock show, and for that all should work to the end that we can make it a success in every way."

CATTLE RAISERS' CASE

(Continued from Page 1.)

transit and where it is originally shipped. He mentioned Houston particularly.

Mr. Cowan—Do you know this personally? Have you seen them buy feed in this way?

Mr. Van Vleck—I have seen hay loaded on the cars to be used in feeding, and I have seen the shipments start out with hay on the cars, showing that the shippers are providing their own feed. In some instances shippers have gone out and bought feed, but I suppose this is a rare occurrence. I know that it is not unusual for hay loaded on top of stock cars to catch fire from sparks from the engine.

SIZE OF TRAINS LIMITED

Mr. Van Vleck stated that his estimate of mileage was of all stock cars. In off seasons stock cars are sometimes used for the shipment of lumber and wood. He explained that the company has about 100 stock cars which are old and not suitable for the traffic now which are used for transportation of wood. He says there is no live stock transportation through from New Orleans to El Paso taking in all the length of the line across Texas. Division points through which live stock move are Del Rio, San Antonio and Houston. There are other heavy local points like Eagle Pass and Victoria. San Antonio is the next division east of Spofford. The month which is the heaviest through San Antonio is April, and the movement is rather heavy in the fall. He explained that the live stock shipments go west from points west of San Antonio, and some east from Spofford and Del Rio, but none cover the whole length of the Texas lines. The trains now do not carry heavier loads of live stock than they did in 1903. The facilities and equipment have been improved and the engines have an increased tonnage capacity, and the lines have been improved, but the companies can not handle live stock in trains longer than fifteen or eighteen cars and make the schedule. If these trains are made heavier it increases the roughness of handling and the shippers protest. They object to more than fifteen or eighteen cars in a train between Houston and New Orleans. The capacity of these engines is thirty to thirty-five cars. The heaviest movement is in April and May and September to November.

Mr. Cowan asked: "Are not the lines you represent under the control of the Southern Pacific system?"

Mr. Van Vleck—No, sir; not that I know of.

Mr. Cowan—Is it not generally supposed they are?

Mr. Van Vleck—That may be, but the public supposes a great many things.

Mr. Cowan—What I mean is, who gets the money from all this business.

Mr. Van Vleck—I suppose the stockholders get what is left.

Mr. Cowan—Who are they?

Mr. Van Vleck—I do not know.

Commissioner Prouty—There does not appear to be much left for anybody.

Mr. Parker, attorney for the roads mentioned—We admit the Southern Pacific has a stockholding interest in these lines. It has no other interest whatever and does not undertake to dictate the operations and management.

Mr. Cowan—Who arranges the division of the rates?

Mr. Van Vleck—The traffic manager, Mr. Jones, I suppose. I know nothing about rates. We do not receive or obey any instructions from the west end of the lines. These are Texas railroads and they are operated and managed in Texas.

PART OF HARRIMAN LINES

Mr. Cowan—Are these not a part of what is known as the Harriman lines?

Mr. Van Vleck—Yes, sir.

Mr. Cowan—I just want to show that the Southern Pacific controls a majority of the stock.

Mr. Van Vleck—I do not know.

Commissioner Prouty—I believe Judge Parker can tell you better about that, Mr. Cowan. It is not the business of the manager to know these things.

Mr. Cowan—I just wanted to show who are his employers and if he knew them.

In answer to questions, Mr. Van Vleck stated that in comparing the expenses he has shown the lowest in 1898 and the highest in 1903, and Judge Parker stated that he had taken those two years because the bill of complaint alleged that the service in 1903 is not as good as in 1898.

WAGES INCREASED

Mr. Van Vleck stated that in 1892 and 1893 locomotive engineers on freight trains were paid 4 cents per mile and passenger engineers 3 cents per mile. Today freight engineers are getting 4 3/4 cents and 5 cents per mile. Asked why the wages were increased he stated the engineers demanded it on the ground of heavier engines and wanting more money. The engineer contends now that he hauls as many tons for a dollar as he did before, and contends that the cost of living has increased. Replying to a question why wages were raised, Mr. Van Vleck said the trainmen had a general convention a few years ago and made a demand for increased wages on all the roads simultaneously and they either had to meet it or tear up the road. He said further that the general average rate on all business has been reduced since 1892 and that the average rate per ton per mile has been reduced.

Mr. Van Vleck here told of having new cars built at this time for live stock and stated they were forty feet long, with a capacity for twenty tons of live stock and forty tons of dead freight. Asked why the capacity was so high on dead freight, he explained that more dead freight could be handled in a car than live stock, and these cars are made so they can be used

in other traffic when the live stock traffic is not moving.

He had no statement to show to what extent he loads back empty stock cars with lumber in off season.

He stated that in shipping season the road generally gets from six to ten days' notice that cars are wanted, but that in some instances twelve and twenty-four hours' notice only is given.

CARS ORDERED, NOT USED

"There are many times," said Mr. Van Vleck. "That cars are ordered to be at a shipping point at a certain time, to handle a shipment, and they are there, but no shipment moves."

Mr. Cowan—Do you mean to tell me that cattlemen order cars and do not use them?

Mr. Van Vleck—They do, sir.

Mr. Cowan—Can you give me instances?

Mr. Van Vleck—I can make up a report of them for you. I have no data with me.

Mr. Cowan—It would do me no good after the case is closed. I would just like to know who and when.

Mr. Van Vleck—I can get you up the statement and furnish it to you when I furnish other matter which you have asked for.

Mr. Van Vleck discussed using cars belonging to foreign lines, and to companies and stated that it is cheaper to use them on the mileage basis than to pay a per diem rental. It is better for the company to own cars.

Mr. Cowan—Is the value placed on the pens, etc., which the road owns, and which has been stated by you, greater or less than that fixed by the railroad commission?

Mr. Van Vleck—It is less, I think.

In reply to Commissioner Prouty, he stated that stock cars can be used for lumber and ties, and in an emergency for coal, but that coal is too expensive to handle in such cars. Lumber shippers do not like to use stock cars, as they are too hard to handle.

Mr. Van Vleck gave a technical statement of the manner of handling ties, how they are treated and the life of various woods.

When he was asked by Commissioner Prouty to explain why it is that the cars average but eight miles per day, he stated that the average is figured on the entire year, while the live stock shipments are covered in about five months. Cars do not degenerate while idle, and less used, the longer they will last. In computing the mileage only the cars owned by the road are considered, and the entire twelve months is figured on. In computing the time made by shipments, all shipments are considered, it matters not what cars are being used.

Mr. Cowan returned to the question of feeding at unloading points, and Mr. Van Vleck said the contracts provide shippers may furnish their own feed.

Mr. Cowan—In such case, how much do you charge the shipper for yardage and water?

Mr. Van Vleck—We charge nothing.

Mr. Cowan—I mean this: If a shipper elects to provide his own feed and to use the pens on your line, what do you charge him? For instance, I understand the M. K. and T. charges a yardage of \$1 per day per car.

Mr. Van Vleck—I speak by the contract when I say we charge nothing for yardage.

Mr. Van Vleck then explained that the

shipments to New Orleans are handled to Algiers, where the pens are located.

At this point the attorneys announced no other questions were to be asked, and the hearing was adjourned until 2 p. m., awaiting the arrival of Judge Baxter from Chicago.

RANGE/CATTLE SEASON

Already the range cattle season of 1904 is on the wane. Thousands of beeves intended for market this year have been cut back on the range. Beef-roundups have been discontinued with a few exceptions. South Dakota, the heaviest shipper this season, is nearly all in and Montana which has not shown the least disposition to crowd the market is not expected to send many more. The closing features of the market prove to be the optimistic, but the long drawn-out pack-optimistic, but the long drawn-out packing house strike played havoc with cattlemen's expectations. While fat grass cattle have sold comparatively well they have been but few compared to the whole number. For weeks the western market has shown no violent fluctuations. Scattered here and there in the run have been a few showing better flesh than the average and they have brought correspondingly good prices on account of the urgent existing demand for best grades of beef cattle. Prices on the bulk have, however, been considerably under anticipation in range circles at the beginning of the season. All summer long range herdsmen kept a close and anxious watch on the growing corn crop. They realized that a large proportion of their output would be of only feeder quality and felt assured that the volume and quality of the corn crop would to a large extent determine values of the light end of the run. But while corn is abundant and of good feeding value indisposition on the part of feeders to fill feed lots has caused feeding grades of western cattle to suffer severely, supply being frequently so excessive as to cause veritable market gluts. Whether or not those who have cut-back their cattle have exercised good judgment will be determined only by the course of market events during the range cattle season of 1905.—Breeder's Gazette.

HOLIDAY Rates

Via Rock Island System

Rate of one fare plus two dollars for round trip, limited thirty days, will be in effect December 20, 21, 22 and 26, to points in Colorado, Nebraska, Kansas, Iowa, Minnesota, Missouri, Arkansas, Illinois, Tennessee, Kentucky, Alabama, Mississippi, Georgia, Florida, North and South Carolina.

To Oklahoma and Indian Territory, the rate will be one fare plus fifty cents, selling December 24, 25 and 31 and January 1, limit January 4.

Locally in Texas, rate will be on convention basis, one and one-third fare for short distances and one far plus ten per cent to points beyond one hundred miles, selling December 23, 24, 25, 26, 31, January 1, limit January 4. See local agent or write General Passenger Agent Phil A. Auer, Fort Worth, Texas, who will advise regarding train service, changes, schedules, etc.

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If you need help, please ask some of these users what Liquozone does. Don't blindly take medicine for what medicine cannot do. Drugs never kill germs. For your own sake, ask about Liquozone; then let us buy you a full-size bottle to try.

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It is the only way known to kill germs in the body without killing the tissue, too. Any drug that kills germs is a poison, and it can not be taken internally. Every physician knows that medicine is almost helpless in any germ disease.

Germ Diseases

These are the known germ diseases. All that medicine can do for these troubles is to help Nature overcome the germs, and such results are indirect and uncertain. Liquozone attacks the germs, wherever they are. And when the germs which cause a disease are destroyed, the disease must end, and forever. That is inevitable.

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| Bronchitis | La Grippe |
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| Bowel Troubles | Malaria |
| Coughs—Colds | Neuralgia |
| Consumption | Many Heart Troubles |
| Colic—Croup | Piles |
| Constipation | Pneumonia |
| Catarrh—Cancer | Pleurisy |
| Dysentery | Quinsy |
| Diarrhea | Rheumatism |
| Dandruff—Dropsy | Scrophula |
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| Eczema | Skin Diseases |
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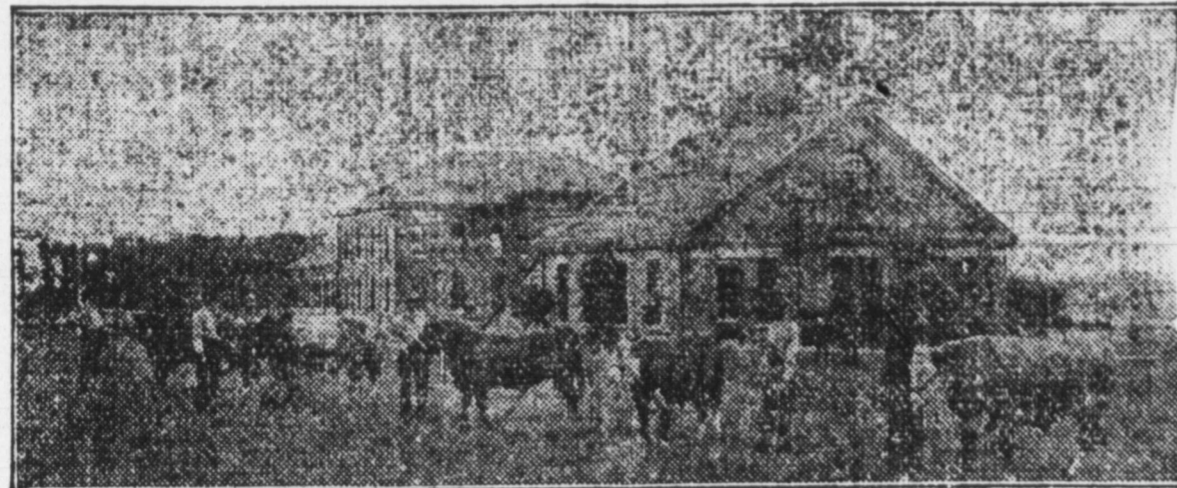
I have never tried Liquozone, but if you will supply me a 50c bottle free, I will take it.

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W 2 0 3.....
Give full address—write plainly.

Any physician or hospital not yet using Liquozone will be gladly supplied for a test.

THE LAND of OPPORTUNITY



HIGH GRADE WESTERN CATTLE AT EXPERIMENT STATION, LINCOLN, NEBRASKA.

THE WEST ISN'T FILLED UP YET

Never in history has the west had the benefit of a greater amount of advertising than that enjoyed in connection with the opening of the Rosebud Indian Reservation and the taking effect of the Kinkaid bill; the former throwing open almost four hundred thousand acres of fertile public lands, the latter making an entire square mile of land in the western part of Nebraska available to the homeseeker with no expense but the \$14 necessary for land office fees.

The thousands who have visited the Rosebud country as a result of this advertising have been strongly impressed by the miles of cornfields and thousands of acres of small grain which stretch across the rolling prairie lands from Chicago to the Missouri river. Said one such traveler the other day, "I can see that the west is getting greater, bigger and stronger and more thickly settled every year," a statement that goes without dispute.

In fact, there is hardly a town along the Chicago and Northwestern from Omaha to the Rosebud border or to the western state line of Nebraska that has not, this past four months, felt the influence of this big influx of people as it was never felt before, and thousands of these people, whether successful in securing government land or not, have come west to stay.

To have learned that while good farm land in the east is worth perhaps \$100 per acre, they can get land in Nebraska and in the Dakotas that will produce more, and its productive power last longer, for one-third the cost.

Twice per month during the autumn and winter, the Northwestern line, appreciating the value of this western movement, announces that a series of homeseekers' excursions will be in effect at special low rates, for the purpose of giving prospective homeseekers a chance to come west, inspect the land and see what the west offers to a man of push and determination.

CATTLEMEN'S CASE SERIOUS SAYS WITNESS

Murdo MacKenzie Declares Better Service for Shippers Is Imperative

TELLS ABOUT PRICES

Judge Prouty of the interstate commerce commission began taking evidence in the Texas Cattle Raisers' Association rate hearing case against railroads of the country at 9:30 o'clock this morning, the first witness placed on the stand being Murdo MacKenzie of Trinidad, Col., on behalf of the cattlemen's contentions.

To questions propounded by Attorney Sam H. Cowan for the Texas Cattle Raisers' Association regarding cattle prices, Mr. MacKenzie said that cattle had declined in value the last few years from \$5 to \$6 per head. He was asked to give a range of cattle prices as far back as 1894. In this year, he said, the average price of a cow was \$18.84; in 1898, \$19.56; in 1899, \$23.12; in 1900, \$15.67 to \$14.44; in 1901, \$14; in 1902, \$13.50; in 1903, \$12.65, and 1904, \$12.95.

These prices were given as a fair representation of the average prices cows brought on the Kansas City market, being the net prices after deducting all expenses of raising, shipping.

The following figures of the average weight per car load were testified to by Mr. MacKenzie: In 1894, 25,650 pounds; in 1897, 23,055; in 1898, 22,750; in 1899, 22,650; in 1900, 27,740; in 1901, 19,700; in 1902, 19,627; in 1903, 22,115.

The average number of pounds carried in a car during the present year was not announced by Mr. MacKenzie.

Mr. Cowan asked if the expense incident to handling cattle has increased since 1892?

COST OF HANDLING MORE
The reply was that it had. "That lands formerly bought for 50 cents an acre now cost from \$3 to \$3.50 per acre. There has, witness stated, been an advance everywhere where cattle are grazed. The grazing charges have also gone up from \$1.50 to \$3.50 and are.

He stated that the majority of cattlemen now in the business are not making a profit, while large numbers of those engaged in the industry have failed and in many cases there are cattlemen at the present time pressed with mortgages, and the rate of interest many of them are paying is from 8 to 10 per cent. Witness

stated that many stockmen are now paying this rate.

PRICE OF TWO-YEAR-OLDS

Mr. MacKenzie was asked the range of price of two-year-old steers in 1888 and 1889, and answered that it was \$27 to \$28 for Panhandle steers. These same steers sell today for \$22.50, and the prices have been going down ever since the foregoing dates. The prices quoted in the foregoing are for "top" stuff. The average, he said, will follow the "tops." In making these comparisons, the witness used "J. A." steers.

The ordinary run of price of two-year-old steers is from \$16 to \$19.50 at the present time.

ADVANCE IN FREIGHT

Asked as to advances in freight rates, Mr. MacKenzie gave the following statement showing charges for thirty-six foot cars, the car usually used in hauling cattle:

In 1894 the railroads charged \$62.37 per car to Kansas City; in 1897, \$57.75; in 1898, \$59.73. In 1899, the method of charging per car was changed to 28½ cents per hundred pounds, which made a car to Kansas City cost \$62.70. In 1900 there was an advance to 31½ cents per 100 pounds, making the cost per car to Kansas City \$69.45, and this rate continued in effect until 1903, when it was again advanced to make the cost per car \$75.90. This latter rate, witness said, still prevails, making a difference of \$18.25 more per car to be paid by the shipper since 1897.

Mr. MacKenzie was instructed by Judge Prouty to prepare a statement showing the average price of cows shipped to market, and also the average price of two-year-old steers that went to the northern markets in comparison with the present advance of rates, and to send copies of the same to the secretary of the interstate commerce commission and others connected with cattle association and the railroads.

FEEDING IN TRANSIT RATES

The witness then explained the present rates charged in feeding in transit, and said it was practically prohibitive. The advance charges of transportation, in one manner and another, have crippled the cattle business.

Prior to 1890 the railroads would run their live stock trains as specials when there were as many as ten or twelve cars of stock, but the roads now refuse to run specials, he said. It was formerly the case, said the witness, that a shipper could get his cattle to market without feeding; now it can't be done within the twenty-eight hour limit. The reason assigned for these delays was a large number of cars of dead freight and stops in the territory for additional cars of stock and that often a stock train would go into Kansas City from the Panhandle country with as many as forty cars.

Mr. MacKenzie also described the bad handling of stock en route and said that when cattle reaches the markets there is a heavy loss from shrinkage. He said he had seen the time when it took eighty-four hours to get stock from Estelline into Kansas City. Witness could not recall a time when the railroads gave preference to live stock trains over any other shipments; there had not been efforts to push cattle on through to market.

It was stated by Attorney Cowan the charge had been made that stock ship-

ALL AFFLICTED MEN



DR. J. H. TERRILL

Should Consult Dr. Terrill, Dallas' Well-Known and Reliable Specialist in the Private and Pelvic Diseases of Men, Who Has Made Himself Famous on Account of His Lasting Cures, and Who Today Has the Largest Practice by Far of Any Physician or Specialist in the Southwest. Don't be deterred from seeking his advice because, after having been treated by many who failed to cure you, you have become discouraged. This is the very time that you should make one more trial, as Dr. Terrill's Improved methods will POSITIVELY CURE the most Obstinate cases. His absolute confidence in these methods enables him to offer, in every case he takes for treatment, a COMPLETE and LASTING CURE under a LEGAL WRITTEN GUARANTEE.

DR. TERRILL CURES TO STAY CURED

CONTAGIOUS BLOOD POISON, STRICTURE, VARICOCELE, NERVOUS DEBILITY, LOST MANHOOD, SEMINAL EMISSIONS, PILES, HYDROCELE, EPILEPSY and all DISEASES OF THE KIDNEYS, BLADDER and PROSTATE.

WRITE TODAY for Dr. Terrill's latest book, No. 7, on Diseases of Men. It will be sent, postage prepaid, in plain sealed wrapper to any address. In writing to Dr. Terrill you do not obligate yourself in any way. ALL CORRESPONDENCE CONFIDENTIAL.

NOTICE

All persons coming to Dallas for treatment are requested to inquire of any Bank, Commercial Agency or Business Institution as to who is the best and most reliable Specialist in the City.

CONSULTATION AND X-RAY EXAMINATION FREE.

285 Main Dr. J. H. Terrill Dallas, Tex.

ments had interfered with the movement of other consignments, to which the witness replied he did not think there had been any interference of this kind, at least to his personal knowledge. On the other hand he said cattle cars had been used to haul dead freight such as Colorado coal, when stockmen were in sore need of cars to ship to market.

BETTER SERVICES, NOT DAMAGES

Mr. MacKenzie said he had not filed a damage claim against the railways in fourteen years, and he had never realized anything from the few suits he did bring. He said it was not damages the cattlemen wanted, but it was better service and that if they failed to get this many of them would be forced out of the business.

He said the rates were so adjusted by the railroads that it made no difference from where a shipment of stock was made—the price was practically the same. "It seems there is no competition between the roads for the cattle business," said the witness.

Mr. MacKenzie said that the cattle business was the largest in this country. "The shipper has nothing to say as to feeding in transit—the railroads do this and charge \$20 per ton for hay, or \$1 a bale," said the witness. He continued by saying the railroads furnish the "loaders" and charge 50 cents per car which includes "sand" for the bottom of the cars. Many of the cars furnished are not clean when brought to the stockman for loading. Poor service has been given the shipper to the northwest. Several shipments made over the Rock Island were very satisfactory, said the witness, and some were not, on account of the floods.

From Texline to Denver the average time made was about eleven miles, he said, from Texline to Trinidad the average was about seven miles. It takes two days to reach Kansas City from Murdo.

When lower rates prevailed there was competition among the railroads, hence the shipper got better service, said the witness.

Mr. MacKenzie referred to a conference of railroad traffic managers representing twelve different roads held in Chicago which he attended and before which he laid the grievances of stockmen with reference to poor service, etc. He said he complained to them of the service and the present system of tonnage to which cattlemen object. He said these railroad representatives admitted all the claims advanced by the cattlemen, but made no attempts to correct or modify them, or to better conditions. He said he was advised by one of the traffic managers that these conditions were the result of efforts by the operating departments of the railroads to make a good showing. He referred to one instance where an engine of 500 tons capacity was attempting to haul a train of 800 tons.

It has been charged that cattlemen order more cars than they use. To this Mr. MacKenzie said it was not true as a general rule, and stockmen do not in any way by their acts interfere with the railroads in operating their trains. Seven or eight years ago the railroads would run special stock trains, but now they refuse to do it unless the movement is of a full train capacity.

The Denver Road is now better able to haul heavier trains than formerly for the reason that the company now has much heavier engines.

The railroads, he said, load from 18,000 to 19,000 pounds to the car on shipments to the northwest, and could not put more into a car without serious injury to the cattle. Asked re-

garding the service from that country to market the witness said that it was better than the service from the Texas territory.

OIL SIGNS IN WELL AT CHILDRESS

Strata of Blue Clay and Limestone Similar to That Over Beaumont Field, Discovered by Denver Road Drillers

In boring an experimental well at Childress the Denver Road may uncover another Texas oil field.

A twenty-five foot strata of blue clay and shale corresponding in every respect to the strata covering the famous Beaumont oil fields has been reached and great excitement prevails in the vicinity of the well which is progressing rapidly.

The news of the probable find was brought to this city by a former telegraph operator of the Texas and Pacific road who is now employed at Childress. According to this report water of a saltish taste has also been encountered at several different stratas, the combination of this with the clay being taken by oil men as an almost sure indication.

At the superintendent's office of the Denver Road the official reports of the well show that the strata of blue clay was encountered Dec. 10. The strata is about twenty-five feet in thickness and has underlying it a strata of limestone through which the well is now being sunk. At present a depth of 1,655 feet has been reached, the average boring per day being now about 100 feet.

The well was begun several months ago, work, however, being delayed by the breaking of tackle when at a depth of about 800 feet. Following the clearing of the opening and the securing of new parts necessitated, the work was again pushed forward rapidly to its present state. The well was started by the road to secure a water supply which is badly needed in that section and the securing of the water at a reasonable depth was expected to be followed by other wells and perhaps a large system of irrigation. The discovery of oil, may, however, change the entire situation.

TWO CHILDREN DROWN

Girl of Four Tries to Bathe Younger Sister and Both Perish

BALLINGER, Texas, Dec. 13.—Two children of Leo Markowitz, a prominent merchant of this city, were drowned about 4 o'clock yesterday afternoon. Both were girls, aged 2 and 4½ years.

Echoes of the Range

IN BREWSTER COUNTY

Alpine Times.

Frank Chriswell came in yesterday from Arizona to receive the 300 head of three and four-year-old black mulley steers he recently bought from W. T. Henderson. This fine lot of steers will likely be shipped from here tomorrow.

Ship your cattle to Cassidy-Southwestern Commission Company, Fort Worth, Texas; Kansas City, St. Louis and St. Joe, Mo. J. D. Jackson, agent, Alpine, Texas.

R. L. Nevill shipped to Cassidy-Southwestern Commission Company, St. Louis, nine cars of cows, and to the same firm at Fort Worth one car of bulls.

S. R. Guthrie sold to Slavins & Nations seven cars of fat cows, and they were shipped to Hutchins, Kan., Wednesday night.

W. T. Henderson sold to Guy Borden of San Antonio a carload of bulls, and they were shipped from here Sunday.

A. S. Gage has bought all of the three and four-year-old cows and yearlings of the old Lochausen stock of cattle.

IN MITCHELL COUNTY

Colorado Stock Farmer.

Tom Payne brought down with J. V. Stephens twenty fat cows and sold to Joe Stokes. They were shipped to Fort Worth.

J. V. Stephens shipped one car cows and one car two-year-old steers to the Fort Worth market.

On Nov. 24 S. W. Grimes shipped four cars cows and steers to market.

Smith Bros. of Snyder brought down three cars of fat cows and shipped them to Fort Worth.

J. M. Williams bought from Bob Gary twenty-two fat cows and topped the Fort Worth market with them.

Birdwell, Henderson & Pitts brought in five loads mixed cattle, cows, steers and bulls, which they sold to J. M. Williams. Mr. Williams shipped them to the Fort Worth market.

J. P. Sears brought in three loads of cows and sold to Lovelady & Stokes. Mr. Stokes shipped them to the Fort Worth market.

J. C. Hess bought two cars of very fat cows from John Gardner and shipped them to the Fort Worth market.

Ben Van Tuyle brought in and shipped to Fort Worth three cars of very fine fat young cows and one car mixed cows and calves.

C. L. Grable loaded out two cars cows and some steers to the Fort Worth market.

Bush & Tillar sold to Winfield Scott twenty-four bulls, which were shipped to the feed pens at Mico.

IN TOM GREEN COUNTY

San Angelo Standard.

Thorp, Ryburn & Co. shipped thirteen car loads of fat cows to St. Louis.

Jim Hersey sold to S. J. Blocker thirty-eight three and four-year-old steers.

C. W. Hobbs and family will occupy their new brick residence next week.

Fayette Tankersley was here Monday with eight cars of fat cows and steers.

Will Brannon of Santa Anna was in town Tuesday, buying a car load of mules.

John A. Loomis sold to Jim Hersey a bunch of yearlings and two-year-olds, including 150 head. Terms private.

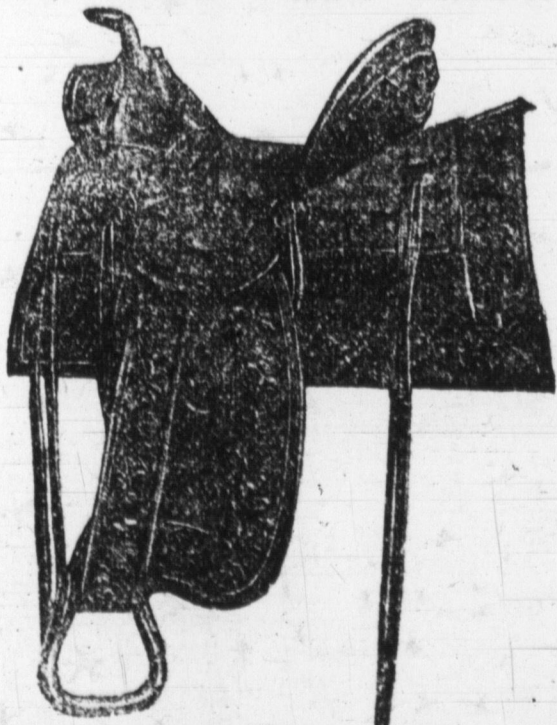
George T. Hume received 200 head of Durham cattle Monday. These cattle were shipped here from Quanah.

Jackson & Murrah report the sale of 167

Good Saddles

AT REASONABLE PRICES.

The Famous Pueblo Saddles



Our double strength trees are fully guaranteed.

—Made by—

R. T. Frazier,

PUEBLO, COLORADO.

SEND FOR NEW CATALOGUE NO. 6

cows to J. S. Cargile for Tol Cawley and C. H. Powell, at \$14 per head.

N. A. Callison, proprietor of the Spring Park Stock Farm Company of Gainesville, Fla., is in the city buying breeding stock.

C. E. Donaldson of Crockett county is expected here today with a big bunch of fat cows, which he will ship to St. Louis.

J. H. Wilson of Reagan county will be here this morning with a fine lot of fat cows, which will be shipped to St. Louis.

J. M. Shannon, a well known cattleman of Crockett county, will be here Monday to make some big shipments of fat cows to northern markets.

R. L. Caruthers departed for his big ranch in the Pecos county last Monday. Mr. Caruthers is quite enthusiastic in his belief in the future of the sheep industry, and is now in the market for big bunches of the fleecy quadrupeds.

There are over one hundred more blooded, registered Herefords at Leedale stock farm, of the same foundation herd as those that were sold Wednesday to N. A. Callison. We understand these Hereford bulls are for sale at reasonable prices.

Johnnie Saul was in from his big ranch in Coke county Thursday and Friday of this week. Mr. Saul had a bunch of horses with him yesterday, which he is selling in Angelo. He also 'fetched along' one of his renowned bronco nags, which will perform at the steer roping contest to be held here on the 15th and 16th instant. Fred Baker will do a few stunts with this bronco.

There is "considerable doing" in the fine stock industry of the grand old Concho country. Tomorrow a solid car load of Leedale's improved stock will go direct to Gainesville, Fla., which is in the north central part of the orange state. This car load of registered live stock will be the foundation herd of the Spring Park Stock Farm Company of Gainesville, Fla.

Lee Brothers, of fine cattle renown, closed a trade Wednesday with N. A. Callison of Gainesville, Fla., for eight head of registered Herefords, the cash consideration being \$2,500. Five of these registered Herefords are World's Fair prize winners, in which contest competition came from the best breeders of registered cattle in the world.

Lee Brothers also sold to the same party ten head of high grade two-year-old heifers, eight head of Angora goats and seven head of registered Berkshire hogs.

IN CROCKETT COUNTY

Ozona Texan.

Mr. Prosser, the big cattleman from Pecos county, was here this week on the lookout for sheep. He wanted to buy some muttons at \$2.75.

The sheepsman of west Texas are certainly in the swim. The first thing we know they will be called "mutton barons," and everybody will be bowing and scraping to them. That's the way it goes. When wool wasn't worth but 6 cents a pound and ewes six bits a head, and the drifting proposition was up to a fellow, the sheepsman was cussed right and left, but wool is now worth 17 cents and muttons \$2, and he's a gentleman with a capital G.

IN POTTER COUNTY

Amarillo Herald.

F. L. Davidson, who resides about eight miles northwest from town, was a visitor at this office this week and reported the shipment of a train load of young steers and fat cows to the Kansas City market on Saturday last, the shippers being himself, Wright Bros., Felix Franklin, T. M. Hill and S. C. Tuloss. He says the run from this point to Kansas City was made over the Santa Fe in the exceedingly fast time of twenty-nine hours, the cattle arriving at their destination in fine condition and found a ready market at a good price.

Mr. Williams and the rest of the northern cattle speculators, are at liberty to come into the Panhandle next spring, but should they take away any cattle they need have no fears of being indicted for having bought our cattle too cheap. The fact is, our cattlemen are fast getting to the point where they are independent of the northern buyer, having learned long ago that in order to get the best returns for their labors they must prepare to fatten their cattle for market as well as raise them, and that is what they have done and are doing. So, Mr. Northern Buyer, come prepared to pay a fair price or save expenses by staying at home.

IN VAL VERDE COUNTY

Del Rio Record-News.

Dr. J. W. Parker, government veterinary surgeon with headquarters at San Antonio, was in Del Rio this week to inspect a bunch of horses, the property of D. Hart that had crossed the river into Mexico, and being returned, must be inspected according to law.

This week there was brought to our office some sample of late corn grown on Attorney Joe Jones' ranch northeast of town. The corn was well matured, full large ears, and as fine a product as the famous corn fields of Illinois could produce. Del Rio soil is productive and almost any crop can be grown with profit.

IN NREEVES COUNTY

Pecos Times.

Thos. Trammell, the Sweetwater banker, was in the city Saturday. Mr. Trammell was looking for steers to feed at his oil mill, but we did not learn whether he

found them.

There were quite a number of steer buyers in Pecos Saturday, but if any deals were made we have failed to learn of them. The prices offered are not at all satisfactory.

We understand that the NK's have sold 400 or 500 steers, 3s and up, to the buyers who have been here several days. Prices were not given out, but are satisfactory.

Tom Cowden, ranching above Monahans, was delayed here a couple of days the latter part of last week with six cars of fine Hereford calves, going north to market. He was waiting for an inspector.

Lee Russell was out in the mountain range last week and purchased the B. B. McCutcheon & Bro. steers, 3s and up, April delivery. We also heard that these steers number between 4,000 and 5,000 and were sold at \$20 around.

IN TAYLOR COUNTY

Abilene Reporter.

Fauccett & Vandenberg have 245 steers to put on feed, but they are doing so well on pasture that they will leave them there for the present. They are putting on flesh faster now than at any time this year.

G. D. Hulsey butchered a hog last week which dressed 650 pounds. The hog was of the Red Berkshire breed, was two years old, and fed three months. "This is the biggest hog ever killed in Abilene, I am sure," remarked P. M. McKinney.

December has been a dry month in Abilene, the average precipitation for 19 years being 1.23 inches. In 1896 on Dec. 23 and 24, occurred the greatest rainfall in twenty-four consecutive hours, 2.24 inches. It is about time for a wet year again, and it is hoped that about Christmas we will see wet weather set in. In March, 1897, we had 4 inches and in May 4.73 inches, in June nearly 4 inches, and pretty fair rains including September. The total in 1897 was 23.30 inches.

IN HARDEMAN COUNTY

Quanah Tribune-Chief.

Joe Johnson shipped two cars of cattle to Fort Worth Sunday.

W. H. Hunt shipped a car of horses to Forest, Miss., on Sunday.

Poke Spears sold fifty-four black calves to E. J. Wall last week which averaged over 400 pounds, and were probably the best bunch ever raised in Hardeman county. Mr. Wall will exhibit part of the herd.

Fred Fleming a few days ago bought 30,000 acres more from the O Xs, which included their headquarters. Mr. Flem-

ing is now utilizing the old quarters, which are centrally located within the new ranch. The O X people have about 60,000 acres left and will go to building themselves.

The snow Sunday night was over two inches deep here, and put a fair season in the ground. At Childress they had a little more, but at Amarillo the snowfall was very heavy.

IN SHACKELFORD COUNTY

Albany News.

Albany shipped 150 cars of cattle this week. These cattle were shipped by Winfield Scott of Fort Worth, purchased from W. I. Cook and J. H. Nail of this county. These cattle were shipped to the feed lots in Central Texas. Down there they raise the corn and Shackelford county raises the cattle to feed it to.

Shackelford county's blooded Herefords captured the prize at the San Antonio fair, at the World's Fair at St. Louis and at the international fat stock show at Chicago. These cattle were raised by C. B. Snyder Jr., whose ranch is on Deep Creek, about fifteen miles southeast of Albany, in Shackelford county, Texas, and not in Callahan county, as reported by the Stock Journal.

IN HALL COUNTY

Memphis Herald.

J. A. Montgomery shipped out a car of fine hogs Tuesday night. They went to the Fort Worth market and will open the eyes of hog buyers to Panhandle hogs. They were all raised on his ranch west of town.

A cowboy made a cotton picker dance just west of Estelline last week. The cowboy had been shipping cattle and got next to a jug of the old fighting kind. On leaving town he espied some fellows picking cotton in a field along the road. He pulled his pistol and cut down on him just to see him jump.

The snow and bad spell of weather of last week was quite a snug one. Snow began falling Sunday morning and continued through the day and night. It was not heavy and melted considerably as it fell, however, about two inches of snow covered the ground Monday morning. It was the heaviest snow in two years here, and will put some season in the ground to bring up wheat crops. The thermometer did not run as low as it was believed it would, only going to about fifteen above.

FREE HOLIDAY FREE WHISKEY FREE

We propose giving Twelve Full Quarts of Whiskey FREE, in exchange for nothing but your good will and friendship—but before making our liberal offer we deem it necessary for you to study the following truthful facts:

THINK ABOUT THIS! Some whiskey houses talk about the trusts and warn you to buy your goods right. Why? Simply because they are not distillers and must purchase from the combine. No trust will ever be strong enough to control the North Carolina Distillers. No trust will ever make a Carolinian Demand Two Prices for His Whiskey. OVER 100 YEARS AGO the old time distillers made pure whiskey here in the mountains and the same methods are employed today! When it comes to making good whiskey, North Carolina folks stand on their honor and will not experiment. They are satisfied with their grand-father's record—their proud old ancestry!

Casper's Whiskey Made by Honest North Carolina People—who wouldn't adulterate if they knew how, THEY ARE TOO HONEST!—is going regularly into the homes of more than 250,000 families all over the world. Do you know it's used daily by frail children, invalid ladies and diseased, suffering men for the betterment of their health? Do you know that pure whiskey—honest whiskey—old time sun aged whiskey produced here in our own beloved Southland—is the best medicine in the world? We have right here in the Mountains of North Carolina the Largest Mail Order Whiskey House in the World, occupying our own 6 story fire proof building covering one entire city block—and last but not least—we have a capital of HALF MILLION DOLLARS.

By the aid of ample money, we are proud to announce, that today we control all the surplus whiskey held in this section of North Carolina and have decided to thwart unreliable competitors by offering sample shipments of our 10 Year Old Hand Made Sweet Mash Whiskey at the following reasonable prices:

10 FULL QUARTS \$5.50; 20 FULL QUARTS \$10.00
40 FULL QUARTS \$20.00. 100 FULL QUARTS \$50.00

All Charges Prepaid. Shipped in Plain Boxes with No Marks.

Our bottles measure 32 ounces and are full quarts. Buy nothing from swindlers who advertise full bottles and ship pints or short measure quarts. Beware of them. Wear an old established concern and refer by permission to Peoples National Bank of Winston-Salem, N. C., and Piedmont Savings Bank, the Largest Capitalized Savings Bank in our city.

If you prefer, we can ship either Rye, Corn, Bourbon, Apple Brandy or Assorted. As long as you live no other reliable firm anywhere will ever offer pure and wholesome whiskey at above figures. We wish to add 100,000 new customers to our list before Christmas and can afford to be liberal. To avoid delay send full amount with order (as we do not ship C. O. D.) and address plainly:

COUPON 1950
 Get your friends to club with you
 Cut this out and return it. If you send us a \$10.00 order we will include FREE one full quart of whiskey—or if order amounts to \$20.00 we will send FREE three full quarts 10 year old whiskey, or for a \$50.00 order we will send FREE 12 full quarts 10 year old whiskey.

The Casper Co., Inc., Winston-Salem, North Carolina.
 Offices and Warehouses: 875 Casper Building, Largest and Lowest Priced Mail Order Whiskey House.

The above liberal offer made by The Casper Co., Inc., may not appear again. We urge subscribers to send their order in at once and do not fail to mention this paper.—Editor.

BIDS WANTED!

For the lease of the four leagues of Sutton county school land, situated in Bailey and Hockley counties in a solid body, except two hundred acres. These lands will be leased for five or ten years, the leases to begin Feb. 21, 1905. Bids to lease will be received until Jan. 15, 1905. The court reserves the right to reject any and all bids.

Address all bids or inquiries for further information to

L. J. WARDLAW

County Judge of Sutton County, Sonora, Texas.

TEXANS TO SEEK HOME IN MEXICO

Panhandle Cattlemen Considering Plan of Raising Live Stock in Republic

There is a probability that some fifty families from Amarillo, Texas, will locate in the state of Chiapas, Mexico, for the purpose of engaging in raising cattle on an extensive scale.

W. A. M. Crossett, J. R. Roberts and John Kilburn, a committee representing the prospective colony, are now in the republic making an investigation of the country, and on the report of these gentlemen will depend whether the fifty Texas families remove from this state to that country.

A study of climatic and health conditions and the opportunities for conducting the cattle business on a large scale will be made and to do this the committee will remain in Mexico several months in an effort to give the situation a thorough investigation. If the report proves to be favorable these fifty ranchers of the Panhandle will sell out their holdings in Texas and move to tropical Mexico. This move is not merely a matter of home-seekers, but a business proposition as well. All ranchers connected with this move are well to do, and the number of acres of land taken up will depend upon the number of cattle that can be raised there and fed, to the acre.

Land will be purchased by the colony in tracts of the way from 640 to 12,800 acres, and the contemplated purchase of land will reach at least half a million acres, and will in its entirety, be given over to the raising of cattle.

It is the intention of the prospective colonists to ship to the state of Chiapas the highest grade of Hereford and other breeds of cattle and there raise only the purest stock that can be produced. The colony will also import from England other high grade cattle to put on the ranges.

Should the enterprise go through the promoters expect to ship cattle to all parts of the world, and will not only be able to supply Mexico, Yucatan and the entire isthmus, but will ship to the eastern markets of the United States, to Europe and all ports on the Pacific.

If the committee finds the situation favorable it is intended that the first movement will reach Mexico about April 1, and by the latter part of the coming summer all fifty families will have been located in the republic, and the work of opening and putting in operation the largest colony of its kind in Mexico will be commenced.

At the present time the colonists expect to purchase their lands outright, but later a concession may be asked of the Mexican government.

Before taking their cattle into the hot country of the isthmus the Texans will inoculate them against all tropical diseases that are common among cattle imported into southern Mexico.

There is no other colony in Mexico that is devoting its entire attention to the raising of cattle exclusively. All the Texans who are to be interested in this enterprise have had a lifetime experience in the live stock business, and the only question that now confronts them is the change to a tropical country.

Heretofore there has been a decided barrier to entering on the growing of graded cattle on an extensive scale in the southern sections of Mexico, because of the lack of railroad facilities, but now that the Pan-American road is built and in operation this hindrance has been removed.

LASCA.

(By F. Desprez.)

I want free life and I want fresh air;
And I sigh for the canter after the Cattle,
The crack of the whip like shots in Battle,
The mellow of horns, and hoofs, and Heads
That wars, and wrangles, and scatters,
And spreads;
The green beneath and the blue above,
And dash and danger, and life and love.

And Lasca! Lasca used to ride
On a mouse grey mustang, close to my Side,
With blue serape and bright-bellied Spur;

I laughed with joy as I looked at her!
Little knew she of books and creeds;
An Ave Maria sufficed her needs;
Little she cared, save to be by my side,
To ride with me, ande ever to ride,
From San Saba's shore to Lavaca's tide,
She was as bold as the billows that Beat;

She was as wild as the breezes that Blow;
From her head to her little feet
She was swayed, in her suppleness, to And fro
By each gust of passion; a scalping Pine,
That grows on the edge of a Kansas Bluff,
And wars with the wind when the Weather is rough,
Is like this Lasca, this love of mine,
She would hunger that I might eat,

Would take the bitter, and leave me The sweet;
But once, when I made her jealous for Fun,
At something I'd whispered, or looked, Or done,
One Sunday, in San Antonio,
To a glorious girl on the Alamo,
She drew from her garter a dear little Dagger,
And—sting of a wasp!—it made me Stagger!
An inch to the left or an inch to the Right,
And I shouldn't be meandering here Tonight;
But she sobbed, and, sobbing, so Swiftly bound
Her torn rebozo about the wound,
That I quite forgave her. Scratches Don't count
In Texas, down by the Rio Grande.

Her eye was brown—a deep, deep Brown;
Her hair was darker than her eye;
And something in her smile and frown,
Curled crimson lips and instep high,
Showed that there ran in each blue Vein,
Mixed with the milder Aztec strain,
The vigorous vintage of old Spain.

The air was heavy, the night was hot,
I sat by her side, forgot—forgot;
Forgot the herd that was taking their Rest;
Forgot the air that was close opprest;
That the Texas norther comes sudden And soon,
In the dead of night or the blaze of Noon;
That once left the herd at its breath Take fright,
That nothing on earth can stop its Flight;
And woe to the rider, and woe to the Steed,
Who falls in front of their made stampede.

Was that thunder? No by the Lord!
I spring to my saddle without a word,
One foot on mine, and she clung behind,
Away! on a hot chase down the wind!
But never was a fox-hunt half so hard,
And never was steed so little spared,
For we rode for our lives. You shall Hear how we fared,
In Texas down by the Rio Grande.

The mustang flew, and we urged him On;
There was one chance left, and you Have but one—
Hale, jump to the ground, and shoot Your horse,
Crouch under his carcass, and take Your chance,
And if the steers in their frantic course,
Don't batter you both to pieces at once,
You may thank your star; if not, good-bye
To the quickening kiss and the long-Drawn sigh,
And the open air, and the open sky,
In Texas down by the Rio Grande.

The cattle gained on us just as I felt
For my old six-shooter, behind in my Belt,
And down came the mustang, and down Came we,
Clinging together, and—what was the Rest!
A body that spread itself on my breast,
Two arms that shielded my jizzy head,
Two lips that hard on my lips were Pressed;
The came thunder in my ears
As over us surged the sea of steers,
Blows that beat blood into my eyes,
And when I could rise—
Lasca was dead.

I gouged out a grave a few feet deep,
And there in Earth's arms I laid her To sleep;
And there she is lying and no one Knows,
And the summer shines and the winter Snows;
For many a day the flowers have Spread
A pall of petals over her head;
And the little gray hawk hangs aloft In the air,
And the sly coyote trots here and there,
And the black snake glides, and glitters, and slides
Into the rift in a cotton-wood tree;
And the buzzard sails on,
And comes and is gone,
Stately and still, like a ship at sea;
And I wonder why I do not care
For the things that are like the things That were.
Does half my heart lie buried there
In Texas, down by the Rio Grande?

COTTON SEED MEN IN SESSION HERE

Considering Rapidly Falling Prices, But Deny Planning to Organize Trust

The cotton seed crushers of Texas, becoming dissatisfied with the rates which obtain at this time for cotton seed oil, are holding a meeting today

I. Mayer's Private Stock



Four full quarts guaranteed best on earth for the money \$3.00
HILL & HILL 8 years old, per gallon \$3.50
BROOK HILL, 10 years old, per gallon \$3.75
Bottled \$4.00

Mayer's "81"

Four full quarts, best made at any price \$4.00
All other leading brands of Kentucky Bourbons and Eastern Ryes. Most complete stock of high grade standard brands of liquors in the Southwest. Largest mail order house in Texas. Price list upon request. Express PREPAID to any point in Texas on all orders of \$3.00 or more. A trial will convince you.

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PASTEUR VACCINE CO

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\$500.00 REWARD!

WILL BE PAID FOR ANY CASE OF SYPHILIS, GLEET, GONORRHOEA, STRICTURE OR BLOOD POISONING WHICH MY REMEDIES CANNOT CURE.

Young, old, middle aged, single or married men and all who suffer from the effects of LOST MANHOOD, Nervous Debility, Unnatural Losses, Failing Memory, Weak, Shrunken or Undeveloped Organs, should write me today. This offer is backed by \$25,000 worth of real estate, owned by me in Houston, Texas. I am the only specialist in diseases of men in the state of Texas who owns a dollar's worth of real estate to make my offers good. I will refer you to any bank or commercial agency in Houston or to my financial or professional standing.

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A. A. GLISSON, Gen. Pass. Agt.
Fort Worth, Texas.

in the parlors of the Worth hotel, looking to some plan which will allow them to get better rates for the product of the mills. All deny that it is with the intention of forming a trust, but all are of the same mind, and desire to do something to increase the rate if possible.

One of the gentlemen attending the meeting today said: "Oil is going down so fast the question with us is how to hedge against it. We want to find out just what is the matter. It is 10 cents a gallon cheaper than it ought to be. We believe there is some manipulation of buyers, but we are at a loss to locate the manipulation. It is true the oil trouble may be in sympathy with cotton's decline, but today the price is 17 cents a gallon when it ought to be 27 cents, and we are losing \$3 to \$4 per ton."

The gentlemen attending the meeting declined to give a list of those present. Many of them did not reach here until noon, and after a short informal session, they adjourned until late this afternoon. They deny that it is a meeting of the representatives of the Texas Cotton Seed Crushers' association, but say that it is individual action.

COTTON SEED MEN MEET

Many Conditions Being Discussed at Meeting in Dallas
DALLAS, Dec. 12.—A number of cotton

seed oil mill men from all points of the state are here today for the purpose of discussing the condition of the market. They claim that business is in a bad way owing to the high price of the raw material and the low price of the finished products.

NOTICE

Notice is hereby given that the undersigned will apply to the legislature of the state of Texas, which convenes in January, 1905, for a special law authorizing the Gulf, Colorado and Santa Fe Railway Company to purchase or lease all of the property of the Jasper and Eastern Railway Company; and, in event of purchase, to complete and operate, under its own charter, the lines of railway specified in the charter of the Jasper and Eastern Railway Company; and to construct branches and extensions thereof by amendment to the charter of the Gulf, Colorado and Santa Fe Railway Company under the general laws of the state; and to prescribe whether the railroad commission of Texas shall approve the bonds to be issued on the lines in Louisiana. GULF, COLORADO AND SANTA FE RAILWAY COMPANY. (Signed) By E. P. RIPLEY, President. JASPER AND EASTERN RAILWAY COMPANY. (Signed) By W. C. NIXON, Vice President.

POULTRY DEPARTMENT

GETTING STARTED

A very large proportion of the people who have a desire to possess a fine flock of standard-bred fowls start out with the idea that they can begin with something of middle or low grade and by careful culling build up a flock of first-class merit. It seems to them like an extravagance to pay the price which a breeder of high reputation asks for a trio of fowls, when by so doing they can in a few years have their yards full of such fowls.

These people find out after they have got well started that "breeding up" is not such an easy thing to do as it appears. Many times when they think they are breeding up they are breeding down, as they discover later on.

People do not find out all they need to know about breeding in two or three years. They will meet with many surprises and disappointments before they can make up their breeding pens with anything like assurance of results, which will confirm the wisdom of their selections.

Without experience one is wholly in the dark when it comes to picking out the birds that can be depended upon with reasonable certainty to produce specimens as good or better than themselves. The man who has not had training or experience in this line will miss his calculations badly even when he has a flock which has been line-bred to work with, and if destitute of such relationship it will be purely accidental if his progress is not all in the wrong direction until he catches on to the secrets of the business. Let all such people take this fact home, and consider well the situation. In so doing they will save themselves a great deal of disappointment and worry.

Breeding up by people who have had no opportunities for learning the "know how" is a delusion which will land in the mire nine-tenths of those who undertake it. Start with stock which is already bred up. Even with such a beginning as this, one will be an exceptionally apt pupil if he succeeds in holding his ground without the aid of outside counsel. A good set of tools does not make a good carpenter, but good tools and an experienced carpenter to direct you how to use them will enable you to do the work of a good carpenter in time if you are adapted to the work. The expert breeder is always ready and willing to give his patrons such instructions as they need or may ask for. He will fit them out with the tools and show them how to use them; or, in other words, he will sell them the stock that is well bred with a line of good ancestors back of them, and will give you the proper instructions how to mate and care for your stock. By this method the amateur is placed on nearly an equal footing with the breeder of years of experience, as far as the rearing of good stock is concerned, and by the use of the advertising columns of a few good poultry journals will be able to dispose of his surplus stock at the same, or nearly equal, prices obtained by his brother fancier from whom he first purchased his foundation stock.

PURITY OF BREEDING

The careful, painstaking breeder is the one to be trusted for purity of stock, whether he breeds but one variety or a dozen. I know some people who handle but one variety and pretend to have good, pure bred stock, and advertise it as that, but they do not state in that advertisement that their neighbor just across the way breeds another variety. Neither party makes any pretense of penning his fowls, and they mingle together on the road, so you can see one can't always rely on the specialty breeder.

Then I know another party who lives in a small village. She, too, is a specialty breeder. At least she says she is. Her neighbors all around have different varieties of chickens that roam at large. She pens the hens about the time she is ready to sell eggs, but from the looks of her old dilapidated fences I scarcely think they are penned to stay. I breed four varieties, and I hope I may never be guilty of doing such a careless and unreliable business as this. My fowls are kept perfectly pure, being distinctly separated from each other, and from which they never get out until the breeding season is over.

Of course, it is easy to handle one variety, but the trustworthy breeder, if he keeps a dozen varieties, will see to it that they are just as pure as though he handled but one, while the careless breeder can never be relied upon in any circumstances. A breeder who pens his fowls from six weeks to two months before he

needs eggs for hatching, and sees that they are kept behind good fences, need not worry about the purity of his stock. Most breeders claim ten days or two weeks long enough to make them true to type, but I am never satisfied with this length of time.—Correspondent of Wallace's Farmer.

EGGS AS A FOOD

Would it not be wise to substitute more eggs for meat in our daily diet? About one-third of an egg is solid nutriment. This is more than can be said of meat. There are no bones, no tough pieces that have to be laid aside. A good egg is made up of ten parts shell, sixty parts white and thirty parts yolk.

The white of an egg contains 66 per cent water and the yolk 52 per cent. Practically an egg is animal food, and yet there is none of the disagreeable work of the butcher necessary to obtain it. Vegetarians use eggs freely, and many of these men are eighty and ninety years old, and have been remarkably free from sickness.

Eggs are best when cooked four minutes. This takes away the animal taste which is offensive to some, but does not harden the white and yolk so as to make them difficult of digestion. Such eggs should be eaten with bread and masticated very finely.

An egg spread on toast is fit for a king—if kings deserve better food than anybody else. Fried eggs are much less wholesome than boiled ones. An egg dropped into hot water is not only a clean and wholesome but a delicious morsel. Most people spoil the taste of their eggs by adding pepper and salt. A little sweet butter is the best dressing. Eggs contain much phosphorus, which is supposed to be beneficial to those who use their brains much.—Pittsburg Press.

FEED GRAIN IN THE MORNING

Feeding grain in the litter early in the morning has a tendency to foster a good early habit. Chickens may be educated to get out early in the morning and work for their breakfast, which not only induces good health, but it is a good way to promote egg laying. Some of our most successful egg producers like to furnish litter a foot deep so that the hens are sometimes almost buried in digging for grain.

POTATOES FOR POULTRY

When digging potatoes it is a good plan to run them through the grader to separate the large, salable tubers from the small ones. But the small ones should by no means be wasted, they should be kept as carefully as the others and cooked during the winter for the poultry. Farm poultry seldom gets enough vegetable feed in the winter time. If given the run of the barns they pick up clover leaves and chaff, but these are dry feeds, they supply the necessary roughage in a way, but they lack the green succulence so necessary to preserve health and good condition during the winter when poultry is deprived of natural range.

POULTRY NOTES

About a cup of powdered charcoal to five quarts of pudding should be given young ducks twice a week.

Many have again learned that the best way to manage a sitting hen is, as with a woman, let her have her own way.

Filth and lice are deadly foes to young turkeys. The coop should be clean and moved to a clean spot every day.

A good ointment for scaly legs is one pint of melted lard, teaspoon of carbolic acid and a tablespoonful of kerosene.

There is no way of telling the age of a hen without a special record or mark. Legs, bands and a record are the best means.

Fowls are conservative and averse to sudden changes in feeding. Let there be some variety every day, not too much all at once.

The rooster to keep should have bright red wattles and comb, erect head, broad breast, deep body, legs medium in length, set well apart.

See that your chickens have no soured food. Even sour milk must be omitted or made into cheese, if it should otherwise cause loose bowels.

Generally speaking, the foods required for a cow to produce a calf and its milk are the same that are needed to grow a chick or produce an egg.

The outdoor brooder has been all right for late chicks, but the Rhode Island experiment station found, in severe weather, that chicks in making the change from inside of brooder to outside temperature often get pneumonia, etc. This is why it may pay you to be thinking about a brooder house for next year.

Ducks are chicken-cholera proof, roop proof, gape proof and hawk proof, but they die of their favorite diseases, spinal meningitis and paralysis. Nevertheless, ducks are dandies to raise for home use or for market.

The road to success in poultry keeping, which reaches the goal of profit, is not all smooth and level. When the road is most difficult, the owner must drive, for personal observation is necessary to avoid rocks that wreck.

RANGE BRED CATTLE

There was a time, within the recollection of practically all of the men now actively engaged in handling the hundreds of thousands of cattle that

find their way to the feed lots and beef blocks through the several stock yards of the country, when range raised cattle were hardly considered as a feeder proposition. The cattle not only lacked feeder merit in breeding but they were wild and the process of educating them to domestic feeds was a slow, tedious task that few corn-feeders cared to undertake. But the breeding up process, began on the range some years ago, has been working a rapid change until some of the best corn-fed cattle that arrive on the markets are range bred and raised. Many of the big and most successful feeders in the corn-belt now preferring the western range cattle for their feed lots.

The cattle that are now being bred on the ranges are of a more domestic temperament. It is not natural for the Hereford, Angus or Shorthorn to be wild and vicious and while at a good feeder age the range raised steers of these improved breeds may be a little shy when put into domestic surroundings they soon take to the new conditions and new feeds and become little, if any, more dangerous or difficult to handle than a herd of pet calves.

Dr. Ray, Osteopath, Fort Worth National bank building, Fort Worth, Texas.

EXHIBITS FOR CHICAGO

A few days ago The Telegram published a story to the effect that Texas would be represented at the International Exposition at Chicago in the way of cattle exhibits. It is now learned that several shipments of show cattle will leave here on the 26th of this month for Chicago, among those who will send cattle to Chicago being Marjor Sansom, Jr., George Slaughter, Mrs. Adair, the Hash Knife ranch and S. M. S. ranch and several other raisers and breeders of note.

Mrs. Adair will send her exhibit to Chicago direct from St. Louis, where she had several head in the World's Fair show.

The management of the Agricultural and Mechanical College propose taking a large number of young men who are in that institution studying animal industry for the purpose of giving them an opportunity of making personal investigations of the cattle that will be shown. This college last year sent quite a large class of the young men to Chicago to attend the great show of the International Live Stock Exposition. It is learned here that other similar institutions are to do the same thing, particularly the colleges in the southern states, where the cattle industry is one of the leading industries.

It is believed here that the show Texas will make at Chicago will be ahead of any other state, as was the case at the World's Fair—exhibit, when more than three-fourths of the prizes offered were captured by Texas exhibitors, the majority of whom were from North Texas.

RECTOR OF ST. LUKE'S

Ashburnham, Ontario, Testifies to the Good Qualities of Chamberlain's Cough Remedy

ASHBURNHAM, Ont., April 18, 1903.—I think it is only right that I should tell you what a wonderful effect Chamberlain's Cough Remedy has produced. The day before Easter I was so distressed with a cold and cough that I did not think to be able to take any duties the next day, as my voice was almost choked by the cough. The same day I received an order from you for a bottle of your Cough Remedy. I at once procured a sample bottle and took about three doses of the medicine. To my great relief the cough and cold had completely disappeared and I was able to preach three times on Easter day. I know that this rapid and effective cure was due to your Cough Remedy. I make this testimonial without solicitation, being thankful to have found such a God-sent remedy. Respectfully yours,

E. A. LANGFELDT, M. A., Rector of St. Luke's Church, To Chamberlain Medicine Co. This remedy is for sale by all druggists.

NORTHERN CATTLEMEN WILL EXHIBIT HERE

Stuart Harrison Says Coming Fort Worth Show Attracted Much Interest at Chicago—Shorthorn Prizes Large

Stuart Harrison has returned from Chicago, where he went to attend the International Live Stock Association Show. He reports the exhibits excellent, and says that Texas won many laurels over other states.

The election of J. F. Hovenkamp as Texas director of the National Shorthorn Breeders' Association, says Mr. Harrison, was a pronounced victory when there were several others making an effort for the place.

Mr. Harrison says that the report sent out from Chicago that the National Shorthorn Association had contributed \$1,500 to be given as premiums at the Fort Worth Fat Stock Show in March is correct in that the amount is more than that sum, but he refused to say just what the figures are.

Mr. Harrison also stated that a large number of breeders who had their stock on exhibition at the Chicago show will ship their cattle to Fort Worth, to be exhibited during the Fat Stock Show. He believes that the number of cattle to be brought here from the north will be large.

TWO REASONS WHY



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Saddles
The best
Trees fit horse and rider, giving comfort to both.
We use genuine CALIFORNIA LEATHER—known every where as the best.
Ten years' experience as makers of Good Saddles is a guarantee that our goods will please.

Cut No. 111
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BEAUTY
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Write at once for FREE CATALOGUE AND SPECIAL OFFER ON SADDLES, BRIDLES, BLANKETS AND COW MEN'S OUTFITS. All Goods Delivered at Your Railway Station.

E. C. DODSON SADDLERY CO.
DALLAS, TEXAS.

N. B.—Our advertising Leather Watch Fob, (worth 25c) sent to any address for 10c postage.

Under present conditions our western range grown feeder-cattle are sacrificed on the average two years out of five owing to a glutted and overcrowded market, result of a failure in the corn crop. The price of cattle and meats generally is determined largely by the corn crop which is exceedingly variable owing to severe drouths, excessive rainfall or an early frost in the corn belt. As a consequence not only does the price of meat frequently go above what the average laborer can pay for it but the feeder cattle in our range country are sacrificed or must be held over for another year at great loss to our people.

We are soon to be confronted with the problem of producing not only better but cheaper and more regular supplies of meats for the markets of this country. The development of our great west has opened up a way by which the regular supply of fresh meats can be controlled in a measure if we can but educate our western stockmen so that they may be able to profitably feed the products now produced in such abundance and in such perfection in our irrigated districts. As I have said before the choicest meats in the world are now produced without feeding corn. We have in the semi-arid mountain regions of the west the conditions for the production of small grains, forage crops and roots in greatest abundance and perfection. Some few of our western people have demonstrated the feeding value of these crops beyond question and in time our people will solve this problem for themselves but it would require a new generation and a great many years to accomplish this result and we cannot afford to wait that long.

Our people have immigrated from the east and have a prejudice against anything but corn for fattening animals. They do not know that a finer quality of meat is produced in England and Canada on exactly the same kind and quality of food products as are now grown in the irrigated regions of the west, than can possibly be made on corn. We grow barley, oats and peas, alfalfa and root crops on our irrigated farms in greater perfection and abundance and with more certainty of a crop each year than can possibly be grown in the east. These feeds are identical with those used by the British people in the feeding of their cattle. The only difficulty lies in the fact that our people do not know how to utilize these feeds. They require public demonstration along this line with careful tabulated data of the kinds and amounts used and the results obtained. Eugene H. Grubb, in Field and Farm.

Don't forget the benefit to come to Fort Worth by a fat stock show which will attract to this city the wealthiest cattlemen in the country with their best stock. The National Shorthorn Breeders' Association is coming to hold a meeting and a show, and Fort Worth, the live stock headquarters of the southwest, cannot afford to fall down on an occasion of this kind. Let the movement be widespread among the citizenship, and let it not be interfered with by some side issue which cannot be of permanent character and which will be less entertaining.

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OLD TRUSTY

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Incubator Johnson's 12 years making 50,000 other incubators put it there.

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The Incubator Man has new patents. He'll tell you in a personal letter what "Old Trusty" is. His big Catalog and Advice Book handles poultry raising in a practical way. And it shows what Johnson has done to high incubator prices. Ask for it. It's Free.

M. M. JOHNSON CO., Clay Center, Neb.

Horse Department

ABOUT GOOD HORSES

Commenting upon the achievements of Dan Patch, the wonderful pacer that on Thanksgiving day at Dallas went a mile in 2:01 1-5, Colonel Henry Exall, who has perhaps done more than any other one man to encourage good horse breeding in Texas, says: "The great crowd that assembled from all over the state to see the noted horse, Dan Patch, pace a fast mile, should convince every one who has been in the least skeptical heretofore of the fact that a great horse with a great performance will draw more people into the fair grounds than anything else you can do for a like cost. It is fair to estimate that, counting children, there were fully 10,000 persons on the grounds Thanksgiving day, and probably 7,500 grown persons, and had the third eighth of this track been as good as the balance of it, Dan Patch would have paced a mile in 1:59, or, at any rate, in two minutes. It was a good thing to bring this great horse here for another reason. It will stimulate the horse breeding industry all over the state. His wonderful earning capacity and the amount of money that he will bring will convince the breeders that it pays to raise the highest order of horse.

"Dan is what is known as a trotting bred pacer, being from Hambletonian blood lines on both sides, the family that is rapidly absorbing, so far as speed lines go, all other harness horse lines. I have predicted for the last six or eight years that the scarcity of horses would soon be realized and their advance in value would be phenomenal. There are 2,000,000 fewer horses in the United States today than there were in 1890. There are 1,000,000 more in use. But the scarcity is in the breeding ranks. We have been consuming the basic stock and have been making no provision for the future. You can double your cotton crop, your corn crop and your hog crop in a season if the prices justify the effort; but it will take you six years to raise a five-year-old horse any way that you can figure. This scarcity will soon be greatly taken from use and put to breeding, and prices must, beyond all peradventure, constantly advance for the next eight or ten years. Not alone in trotting horses, but in all kinds of useful, serviceable horses. There is, in my opinion, more money for the state and for the breeder in raising the highest type of horse, because it takes more to feed the horse that will bring from \$500 to \$5,000 in the market than it does to feed the horse that will bring from \$150 to \$300. There is no better country in the world in which to raise the highest class of horses than Texas. If breeders will force the survival of the fittest by the most rigid and careful selection, only breed and perpetuate the best, and will then properly care for them, keep them free from blemishes, grow them into kind, sound, fast horses, the profits of the industry will, in my opinion, be greater than that in any other in which they can engage for at least the next ten years. If the coming of Dan Patch shall, in a measure, stimulate the people to investigate and act upon these facts, it will have been of great profit to the state to have had him here."

THE TYPICAL DRAFT HORSE

A draft horse to sell to the best advantage should weigh upward of 1,600 pounds and this weight should be composed principally of bone and muscle. A fat horse sells better ordinarily than a poor one, but in buying draft horses where high prices are paid expert judges are employed to pass on the quality of flesh. Weight is of very great importance in moving heavy loads, but weight alone is not sufficient; there must be strong, quick muscle action and the time has come when buyers discriminate very carefully. One horse buyer estimates a draft horse in proper flesh to be worth an additional \$25 for every hundred pounds in weight above 1,600 pounds. This of course provided everything else is right. While fat is not an objection in fact it is rather well liked by almost everybody, but fat

must not be laid on in rolls. The horse must be round in barrel and well rounded both at the hips and legs. If the fat is merely sandwiched in as a cushion or upholding to add symmetrical lines there is no objection, but if the horse has been fattened for the purpose of effecting a sale buyers are quick to see it and offer a price accordingly.

In general conformation the back must be short, well muscled and strongly coupled to the hind quarter with a well rounded smoothness in all the parts. Particular attention is paid to the hock, which must possess great strength. A short leg is preferred, at least moderately short, with a good supply of bone, in fact, the bone must be ample to support the weight and do the work required. Generally speaking, a short leg with low set neck and hock will stand wear and these usually go with a closely coupled body, not exactly on the chunk order, but approaching it. The head and neck must be proportioned to the size of the horse and the whole appearance massive.

As the action of the drafter is confined almost exclusively to a walking gait the action is judged from this viewpoint. It is one of the main features in a draft horse, as rapidity of step and length of stride will enable the horse to cover considerable more ground than a horse of slower action. It is customary for breeders to show draft horses trotting or at least to show how well they can trot. But the practical buyer pays little attention to an exhibit of this nature. He wants to see the horse walk. There is almost an unlimited demand for first-class drafters and the prices for the best horses are astonishingly high. Rougher and plainer drafters are also in demand for coarse work in the lumber trade, on plantations and in stone quarries work where style and general appearance is not considered of so much importance, but drafts for city use to command fancy prices must be good lookers.

THE HEAVY HORSE

Heavier harvesters, larger harrows and plows of greater capacity, together with other things done on an enlarged scale, unite in the demand for larger and more powerful horses. With larger teams a smaller number have to be bothered with harnessing, etc., and it also is obvious that a team of four large horses are more easily driven than the six small ones required to do the same work would be. These and lesser considerations create the present demand for the heavy draft animal that is now becoming so widespread.

There always will be, of course, a call for the beautiful fleet-footed type, but the illusive "all-purpose" horses probably will remain—like the all-purpose cow—something beyond the reach of the critical. The west especially is strong in the demand for the teams that can draw the binders cutting the widest swath. And with the western farmer it is the solid argument that horses are cheaper than men. The same also applies in breaking and seeding the land, when plows go in "gangs," and one harrow after another are coupled together abreast until the driver has all the horses he possibly can manage, let that number be what it will.

This is a pressing demand, and the money is behind it. We can secure the heavy animals by patronizing the heavy sires, and it is being done. In a few years there will be more heavy mares and then the work of breeding will be easier. Then, too, there never were enough extra mules, and the time when there will be is beyond the ken of any man.

This fact makes it plain sailing for any farmer with a pair of good brood mares to make them bring in a neat sum every year. If he has not the accommodations necessary to keep the colts until they are large enough to break, they will bring a fair price at weaning time. It is much better, though, to sell them as well-broken teams if possible, as a much larger sum can thereby be realized for them.

HORSE AND THE AUTO

The rapid increase in automobiles furnishes considerable opportunity for speculation in regard to the future of horses. At the present time there is a greater demand for horses than ever before. The demand is not contingent upon numbers, because other considerations enter into the problem.

Business is extended so rapidly in every line that horses of all kinds are in demand for purposes that would not be thought of if times were dull. The automobile will serve its purpose probably without interfering materially with horses. But business has its ups and downs in all lines. The demand for horses is brisk for a few years, then for some reason not easily accounted for, horses are hard to sell. Prices apparently have but little to do with the demand. If horses are wanted \$200 or \$250 does not stand in the way, but if a horse is not wanted it is considered dear at half these prices. There will come a time when horses will not sell readily, but the automobile may have very little to do with it.

HORSE NOTES

Major Delmar, the world's champion trotting gelding, with an unpaired trotting record of 2:01 1/4 and a paced trotting record of 1:59 1/4, was sold at the Old Glory

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NOTED SHOW HORSE DYING

CLEVELAND, O., Dec. 12.—It is reported from the east that Lord Brilliant, famous show horse formerly owned by W. B. White of Cleveland, but sold by him to John Derken last summer, is sick and expected to die. Lord Brilliant has won over 400 prizes and 95 championships. Up to last summer he was frequently seen on the Cleveland avenues and boulevards. Lord Brilliant's illness is believed to be spinal meningitis. He is 17 years old and up to a few months ago was sweeping everything at the horse shows.

TO REOPERATE PLANT

SHERMAN, Texas, Dec. 8.—The plant and some effects of the Sherman Packing Company, situated at the intersection of Everglade and Water streets, were sold yesterday afternoon at sheriff's sale to satisfy a judgment against said company in favor of the Merchants and Planters National bank of Sherman, the bank being the purchaser.

The plant, which has modern equipment, has lain idle all this season, but it is stated upon authority of representatives of the purchasers that it will be reopened and operated in the near future.

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It should be borne in mind that every cold weakens the lungs, lowers the vitality and prepares the system for the more serious diseases, among which are the two greatest destroyers of human life, pneumonia and consumption.

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FORT WORTH, TEXAS.

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HEC. A. McEACHIN.....Editor

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WEDNESDAY, Dec. 14, 1904.

Cattle Raisers' Association of Texas.

OFFICERS:

President—W. W. Turney.....El Paso
First Vice Pres.—Ike T. Pryor.....

.....San Antonio

Second Vice Pres.—Richard Walsh

.....Palodura

Secretary—John T. Lytle..Fort Worth

Treasurer—S. B. Burnett..Fort Worth

OUR REPRESENTATIVE

Colonel C. C. Poole is the duly accredited traveling representative of the Stockman-Journal, and as such is fully authorized to solicit and collect subscriptions, contract advertising and generally represent the paper in the capacity named.

STOCKMAN PUBLISHING CO.

TEXAS CATTLE SITUATION

H. C. Edrington, president of the Traders' National Bank of Fort Worth, who has been interested in the cattle business for a number of years, and now owns some fine stock in Clay county, says in regard to the present condition of the cattle market:

"I do not believe the prevailing low prices of cattle is to be charged against the packers. In my opinion it is largely due to an over-supply of cattle. Naturally, the packers will buy as low as they can and sell as high as possible; such is the course pursued by all successful business institutions. Were I borrowing money I would get it at the lowest rate of interest possible and a merchant buys his goods at the lowest prices he can get them. The number of cattle now being sent to market is greater than the demand, for the quality and prices are depressed in consequence.

"I do not look for a shortage in cattle, at least for some time. My information is that people are selling off their surplus stock and disposing of old and undesirable animals to replace them with others that are younger and of better grade. A great many of the young cattle shipped to Fort Worth market are being sold to stock farmers and cattlemen and shipped to farms and nearby ranches.

"Some people may be forced to sell on account of financial pressure, but there should really be few such cases. Money is abundant for legitimate uses and the banks will not hesitate about making advances in reasonable amounts to men who have cattle and feed supplies, nor will they press the collection of loans to such individuals.

"The quality of cattle raised is being steadily improved and I expect the improvement to continue. It pays better to breed good animals than poor ones. Cattle breeders have learned this, and while great advances have been made already, I anticipate still better results in breeding in the future."

E. C. Wellesley, a prominent Archer county cattleman, expresses the following views on the situation:

"I take the bull side of the cattle market. In my opinion higher prices will certainly come next year. For a long time there has been talk of a short supply of cattle, but I think the shortage has actually come now. Aged steers are very scarce in my section of the country, and two-year-old steers are selling now at better prices on the range in Archer and Clay counties than they would bring in market. I recently refused an offer of \$20 a head for my twos because I did not know where I could replace them. Next year I think they will bring \$30. A good many cows and calves are being sold, leaving the ranges short on breeding and young cattle.

"A reaction always follows a depression and as I see it prices have gone about as low as it is possible for them to drop. Better times for the cattlemen must follow inevitably.

"Many cattlemen have been forced to sell in order to meet their obligations, and a great deal of thin stuff, canners, that the packing houses really don't want, have been thrown on the market. This helps to keep down prices just now.

"The beef trust, too, I believe, is to a certain extent responsible. I am of

the opinion, however, that the federal government is going to take action against the trust. Cattlemen are receiving inquiries sent out from Washington, relative to the cattle situation and the reason why retail butchers are now selling to consumers at prices which are not in keeping with the quotations for cattle on the hoof.

"The interstate commerce commission has taken up the matter also, and railway rates are being made a source of inquiry.

"I look for some relief to come as a result of this agitation.

"The packers, or at least the Swift people are shipping breeding cattle of all sorts to ranches along the line of the Denver Road. These cattle are mostly thin ones and, I presume, such as they can pick up at low prices at the Fort Worth market. They see a chance to make a good profit by holding them a while and putting them into marketable condition and selling them when prices go up."

OFFICIAL STOCK FIGURES

Besides safeguarding the live stock industry at home, the department of agriculture is fostering the foreign trade. The total export of animal products in the past fiscal year exceeded \$223,000,000. The total inspections for export were, for cattle, 790,495; for sheep, 534,850, and for horses, 3,293. There was a great increase in the number of cattle and sheep exported, but a considerable reduction in the number of horses. The loss on cattle in transit to British ports was but 0.17 per cent, and on sheep 0.94 per cent. Clearances of vessels carrying live stock numbered 774. The inspection of import animals calls for the utmost vigilance in order to prevent the introduction of animal disease. Importations of pure-bred animals were light, but a very large number were imported from Mexico for breeding purposes. Inspection of animals and their products was maintained at fifty-one establishments in cities; of ante-mortem inspections, about 65,000,000 were made, and of post-mortem 40,000,000, an increase in both cases over the previous year. The microscopic inspection of pork is restricted to that destined for countries requiring it, and the number of carcasses inspected in 1904 was 313,445, of which 2,643 were found to be trichinuous. The secretary devotes considerable space to reporting on the successful conflict waged against cattle scab and mange by the bureau of animal industry with the co-operation of the state authorities. During the first nine months of the year, in thirty-four states and territories, nearly 4,000,000 head were inspected, and 168,293 were found affected by the disease, while 300,000 were found to have been exposed to it. The total number of cattle dipped during this period exceeded 420,000. This work very considerably increased the expenses of the bureau. Of thirty-eight cases of rabies, positive results were obtained from twenty-two, of which thirteen were from the District of Columbia.

Experiments recently reported upon by the bureau of animal industry show conclusively that it is an error to conclude that cattle can not be infected with human tuberculosis. The secretary urges the necessity of a rigid enforcement of the public regulations looking to the control and eradication of this disease in cattle. The bureau distributed 74,000 doses of tuberculin in 1904. The black-leg vaccine for cattle distributed by the bureau continues to give satisfaction. During the year, 1,000,000 doses of this vaccine were issued, and over 10,000 persons reported highly satisfactory results. The number of animals that died after vaccination was reduced to the very low figure of 0.44 per cent of the number treated.

RANGE SEASON OVER

The season's shipping has just about closed. Only a few more cars will go out this fall. The exceptionally late season has caused many cattle to be held later than usual, but as the early shipments were light on account of the strike early in the season, the run has not been much above an average year for Belle Fourche, remarks the Bee. It was expected that this year would be about the biggest year of shipments from this point that had taken place for many years. The low market prices prevailing has cut down shipments considerably, while the excellent range conditions existing has also caused stockmen to hold back some cattle. Money is also a little easier, all of which has tended to hold shipments down to the lowest level.

There has been nearly 2,300 shipped from here this season, which is little more than an average season. Some of the best informed stockmen look for a larger run next year than this, as it is generally conceded that several large outfits are going to clean out as closely as possible next year. No cattle to speak of were placed on this range last spring by the large outfits, which indicated their future intentions. Next season, it is generally believed, will witness the almost complete winding up of the affairs of several large outfits.

The past season has been a profitable one for sheepmen. They have enjoyed very good prices for wool and also for their surplus sheep, but, owing to the bright prospects for even higher prices for wool next year than the past, many of them are holding on to their surplus sheep expecting to reap the profit from wool next summer. This has tended to lessen the shipments of sheep considerably.

The season with cattlemen has not been satisfactory. Prices have been low. Many paid too high prices for their cattle to start with. Only a very few have obtained fairly satisfactory prices, which

have been for the best of cattle, that, under favorable market conditions, would have netted their shippers most handsome profits.

For two years now the cattlemen have been forced to accept prices that have left them very small profits, and in many instances the profits were left out altogether. Many are discouraged, but not to the point of giving up. They look hopefully to the future for their turn to come again. Low prices are not their only discouragement in many localities, but they are taking things as good-naturedly as possible under the circumstances and are hoping for better times.

The conditions existing on the range this fall have been unusually favorable for live stock. It is now the first of December. Streams and water holes have all remained open, as there has been no freezing weather so far. Early in the fall the greater part of the range had one or two large rains, filling up the streams and water holes. Feed has been the best on the open range for several years, which, with the abundance of water, easy of access, has kept live stock making a good growth up until the present time at least. Stockmen have been able to secure a large amount of hay and they have everywhere taken advantage of the excellent opportunity to secure it. Stockmen will go into the winter when it finally does come in the very best of condition. Present range conditions are in decided contrast to those existing a year ago. Last year rains continued during the summer and early fall right up until frost. The grass failed to cure properly before frost came. This year it is different, and few localities there are, if any, where grass has failed to cure properly. The feed is exceptionally good when compared with recent previous years, and the prospects of any loss at all among stockmen the coming winter is small indeed.

CHICAGO TERMINAL CHARGES

Another airing of the long contested terminal charge case was begun in Chicago last week before the interstate commerce commission. This is the noted suit brought by the Texas Cattle Raisers' association and the Chicago Live Stock exchange, with the object of eliminating the charge.

The commission has already determined that any charge in excess of \$1 per car is unreasonable, and this position has been affirmed by the United States supreme court.

At this juncture the railroad interest has announced a determination to reopen the whole case, undertaking to prove that the whole charge is reasonable, the contention being that since the terminal charge was imposed it has become reasonable by virtue of reduction in through live stock rates.

Judge Sam Cowan, attorney for the Texas Cattle Raisers' association, and a conspicuous figure all through the contest, was on hand to resume his task. He emphatically denied railroad claims.

"Our railroad friends propose to take advantage of a feature of the commission's decision to the effect that the terminal charge is reasonable only when applied to traffic originating in territory where reductions equal to or greater than the charge have been since made. As a matter of fact, in all of the territory north of Oklahoma there has been no reduction in rates since the terminal charge was imposed, so that the greater part of the live stock raising area of the United States is not affected by the contention of the railroads. When I get their witnesses on the stand I'll prove this or eat my hat."

Judge Cowan is highly gratified at the position assumed by President Roosevelt in his message by advocating passage of an amendment to the act creating a commission giving it power "to fix maximum rates."

"That is the nub of the whole situation," he said. "When the commission gets that power the shipper will have something to say."

THE END OF THE GREAT FAIR

From the New York World.
In the course of forty-two years the United States has aided eleven industrial exhibitions at home and ten in foreign lands. Its appropriations for exposition purposes in the period indicated have been more than \$21,000,000, and nearly a third of this sum went to the Louisiana Purchase centenary enterprise which finished its course at St. Louis at midnight Thursday.

In its scope, beauty and cost the St. Louis exposition made a new world's record. Its buildings and grounds took up 1,240 acres, as against the Chicago fair's 633 acres in 1893 and the 336 acres devoted to the Paris exposition in 1900. In attendance comparisons are less favorable. The Paris show of 1889 brought 25,121,975 visitors and that of 1900 drew more than 50,000,000. At Chicago 27,539,041 persons passed the gates, while the unofficial figures at St. Louis make a count of about 18,750,000.

At Chicago the exposition disbursements were \$31,117,353; receipts, \$33,290,965. The St. Louis expenditures in seven months have been more than \$50,000,000, and a margin of a million in receipts is claimed unofficially. It has been said that the exposition just closed was too big and fine really to pay. Yet it has surely won notable returns in the form of world tributes to the imagination, daring and persistence of the city and people that conceived and carried through so gigantic and splendid a venture.

CATTLEMEN REJOICE

The cattlemen of Texas and the entire southwest are greatly pleased with that portion of President Roose-

velt's recent message to congress which deals with the proposed amendment of the interstate commerce law. In his message President Roosevelt says

"For some time after the enactment of the act to regulate commerce it remained a mooted question whether that act conferred upon the interstate commerce commission the power, after it had found a challenged rate to be unreasonable, to declare what thereafter should, prime facie, be the reasonable maximum rate for the transportation in dispute.

"The supreme court finally resolved that question in the negative, so that as the law now stands the commission simply possess the bare power to denounce a particular rate as unreasonable. While I am of the opinion that at present it would be undesirable, if it were not impracticable, finally to clothe the commission with general authority to fix railroad rates, I do believe that, as a fair security to shippers, the commission should be vested with the power, where a given rate has been challenged and after full hearing found to be unreasonable, to decide, subject to judicial review, what shall be a reasonable rate to take its place; the ruling of the commission to take effect immediately, and to obtain unless and until it is reversed by the court of review.

"The government must in increasing degree supervise and regulate the workings of the railways engaged in interstate commerce, and such increased supervision is the only alternative to an increase of the present evils on the one hand or a still more radical policy on the other.

"In my judgment the most important legislative act now needed as regards the regulation of corporations is this act to confer on the interstate commerce commission the power to revise rates and regulations, the revised rate to at once go into effect, and to stay in effect unless and until the court of review reverses it.

Steamship companies engaged in interstate commerce and protected in our coastwise trade, should be held to a strict observance of the interstate commerce act."

That the attitude of the president has carried consternation into the ranks of the opposition, is apparent from the following press report from Washington:

"The matter of public interest today was the suggestion in the president's message to the effect that the interstate commerce commission should be clothed with the power to fix rates, which should stand until the court decided them to be unfair to the roads.

"The statement was made on all sides that the flurry in Wall street yesterday was directly traceable to this suggestion, and today it is said a great many telegrams were received by congressmen from New York asking if legislation along the lines of the presidential suggestion was possible.

"The representative of the shippers' convention held at the World's Fair at St. Louis was before the house committee on interstate and foreign commerce today and urged the committee to take up what is known as the Quarles-Cooper bill, that is in line with the presidential suggestion. This bill was introduced at the last session by Senator Quarles and Representative Cooper of Wisconsin. The representative of the Shippers' Association was Mr. Bacon of Milwaukee. The bill was discussed by the committee at the last session of congress, but nothing was done with it, but the utterance of the president has attracted universal attention to it.

"No particular progress was made today in the matter of its report from the committee. But the report that the president's recommendation had disturbed the stock market was added to the further one that he had been induced to make it by those disorderly members of the republican party, Governors Cummins of Iowa, La Follette of Wisconsin and Van Sant of Minnesota. These three men were together not long ago and were under suspicion all the time they were here. The stand-patters feared they would put the president up to something more that would be unpleasant to the party. Senators went to the White House to inquire into the matter and returned with the report that the president said he was wholly responsible for that part of the message dealing with the subject. The president further said that the three governors had called on him and that they had talked over the subject of railroad regulation and that after the talk had proceeded for some time he sent for his message, which had been completed, and read the section to them as it was sent to congress. This is taken to mean that he takes to himself responsibility and credit or blame for the suggestion and that he means to push it to the end."

Cattlemen generally are delighted with the situation and the following expression from Judge S. H. Cowan of this city, who has led the fight for the measure as the attorney of the Cattle Raisers' Association of Texas, shows something of the general satisfaction. Judge Cowan says:

"I wish to say that it is an intelligent, forceful document, and above all, shows the president to be fearless in the performance of a public duty. His message on both points means that he will give all interests a 'square deal'; that the present laws shall be enforced to the end of protecting the public against the rapacity of the trusts, to destroy their power to do evil and pre-

serve their right to do good in all reasonable ways.

"As to the railways, we must first have a law which affords a speedy remedy; an inexpensive remedy to the shipper, and above all an adequate and complete one before the shippers' rights can be enforced. Hence the president, knowing this is true, has directed the attention of congress to its manifest duty, which it will perform or not according as the great and well known power of the railroads may not prove sufficient to prevent. For my part, and speaking upon this subject for the Cattle Raisers' Association of Texas and for the Cattle Growers' Interstate Executive Committee, I can with confidence say that the president has furnished the full measure of proof to those who need it, that he is first a man, second, an American and that mere politics is thoroughly subservient to those qualities. He is entitled to have an expression from us and we give him the full measure of our endorsement.

"Every shipper who is not in the favored class, every stockman, every farmer is vitally interested in securing the legislation which he recommends on these subjects, and of having it now. Let them write to their congressmen and senators and command obedience to duty or retire them to private life, where everyone belongs who serves a private interest.

"Isn't it strange if it is true, that while fully ninety per cent of the people are in hearty accord with the president's demand for remedial legislation, they cannot obtain it? Yet already some have been rushing into print to claim that the law doesn't need amending, and a strong suspicion exists that some senators who owe their retention in the senate to their railroad friends are thus paying the debt.

"The man who says the interstate commerce act does not need amendment in order to afford a fair remedy disputes what every fair-minded, disinterested man who has investigated the subject knows. It is absurd to say that it needs enforcement and not amendment, when the very difficulty which everyone knows lies in the inadequacy of the remedy.

"The law denounces all sorts of wrongs against the shipper by the carriers, but the method of enforcing the law is so cumbersome and requires so much time and expense that it is in many cases worthless, and in all cases inadequate. For example, the terminal charge case on live stock at Chicago has been on hand before the commission and courts for eight years; it is now being heard for a second time before the commission.

"If the commission were right, as the supreme court has said it was in deciding \$1 per car to be wrong as to all territory to which certain reduction in the through rates did not apply, it ought not to have required 10 days to have ascertained from the tariffs on file what that territory was. Yet it has been two years, and the prospect good for another. A commission of experts is far more competent than the court to decide what a proper rate is; everybody knows this, and the sooner the law is made to appropriately cover the subject the better.

"The cattlemen of the west have been in the front rank, urging and demanding this legislation, and it is with great pride that we see we have a president who knows his duty and is willing and anxious to do it without fear or favor. Can we say as much for congress? Time will tell."

COTTON SEED MEN TO CHECK LEAKS

Meeting Held in Fort Worth Tuesday to Discuss Means to End Losses

WORK AT DISADVANTAGE

Consider Plans for Business Organization, But Deny Combine Is Planned

"Our meeting of Tuesday afternoon at the Worth hotel was not for the purpose of forming a combine of the oil mill men of the state," said C. H. Bencinci of Brownwood, manager of the Brownwood Oil Mill and a stockholder in a number of other mills in west Texas, in which Winfield Scott of this city is a stockholder and officer, "but rather for the purpose of having those interested in the manufacture of cotton seed oil get together and discuss the conditions that confront us at the present time."

"There is no money in the oil mill business now," continued Mr. Bencinci to a Telegram reporter at the hotel Tuesday evening, "and there has not been for the past five years. We met here to discuss our condition and to see if some

plan could not be devised, which would make it possible for the business to be continued at a profit. For the last several years we have been losing money instead of making any on the capital invested, and that is not what we are in the business for. In 1903 oil was selling at 25 to 28 cents with lard at 7 cents. This year lard remains at the same price per pound, but cotton seed oil has fallen to 17 1/2 cents a gallon and we are the losers."

"You ask me why this is the case? Well, the only answer that one can give is we as a set of manufacturers are not organized as we should be and have been fighting our mutual interests. Every other business in the state is properly organized and the associations are working for their interests, but the oil men. We have no price for our oil and products, but sell at any price and at any time, regardless of what flooding the market means to us all. We ought to organize so the price would be one of some profit to us and have the protection of an association. Take the tubermen, the butchers, the doctors, the lawyers, and in fact any class of business or professional men, and they are bound together by an organization which works for the good of all. We, on the other hand, with the large amount of capital invested, are working, and have been for some time, against each other by the indiscriminate selling of our products and throwing them on the market at times when it would send the prices down. This is all wrong and it was for just such a cause that we met here today. The result of the meeting is still in doubt, but we did accomplish some good in the way of discussing our condition, which may ultimately result in the organization of an association among us, but we have at no time figured on a combine and do not wish to put the market in cotton seed oil way above reason, but just to the point, where each oil mill man will not be constantly working against the interests of his brother manufacturer and losing money."

Oil mill men from various parts of the state denied last night that the meeting had been called to organize a combine and stated that although the meeting was held behind closed doors in the parlors of the hotel, it was simply a plain case of get together and work out the problem of how to stop the leaks in the profits of the business and to see if the members of the various firms present could not aid in solving the perplexing problem. Every one of the men in attendance admitted that they would make no money on the manufacture of cotton seed oil this year, and had not done so in 1903. No definite results came of the meeting further than it is probable a meeting will be called at an early date for the purpose of completing an organization. Not even a temporary one was formed yesterday.

Among those attending the meeting were F. H. Bailey and J. J. Culberson of Paris, Jo W. Allen of Ennis, C. H. Bencinci of Brownwood, Frank Keil of Wichita Falls, John F. Grogan, B. B. Rice and J. W. Vogler of Houston, J. A. Underwood of Honey Grove, George W. Wilson of Denison, G. E. Light of Pilot Point, Harry Landa of New Braunfels, D. H. Caswell of Austin, A. B. Scarborough of Bonham, Neil P. Anderson of this city and others.

While a positive statement will not be made, several negative statements were made by F. H. Bailey of Paris, who attended the meeting. Among other things, Mr. Bailey declares:

1. That the meeting had absolutely nothing to do with agreeing on a scale of prices.
2. That the question of the price of cake, meal and hulls was not brought up at the meeting.
3. That nothing contrary to the Texas laws was even suggested at the meeting."

The Frisco System Land and Immigration Association is already turning its share of the southwestern tide of immigration to Texas.

Three hundred and fifty agents of this association from the East and North have just completed a tour of Texas and viewed its resources and interviewed its landowners and local association agents, for the sole purpose of better presenting Texas opportunities to the homeseeker and investor in older states.

This association is the most efficient of its kind in existence, and has agents everywhere in the United States. If you wish to sell your farm, town or other property, or if you desire capital for factories, mercantile establishments, or any of the industries, please address R. S. Lemon, Secretary Immigration Bureau, Dept. A, Frisco Building, Saint Louis, Mo.

S. A. HUGHES, General Immigration Agent.

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EXPRESS PREPAID FROM DISTILLERY DIRECT TO YOU.

The public has been frequently deceived by the reckless and extravagant claims made in the advertisements of irresponsible firms, who are not distillers. We invite the most rigid investigation of these facts for your consideration:

1. Method of distilling FULTON Whiskey. Hon. D. N. Comings, for eight years U. S. Collector of Internal Revenue, Sixth District Ky., at Covington, Ky., to whom you may write, stated after a thorough examination of our Distillery: "I found in the processes of manufacture you had adopted the very best and most approved methods for producing the highest grade Whiskey."
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3. Our Responsibility. We own and operate U. S. Registered Distillery No. 22, with offices and shipping warehouse located in Covington, Ky. We refer to First National Bank, all Express Companies and every business house and citizen here.

We ship, all express charges prepaid, in plain boxes, two gallons FULTON Whiskey, either Rye or Bourbon, or one gallon of each, in Myers' patent glass demijohns for \$5.00. Or, if you prefer

Send No Money

with your two gallon \$5.00 order, as we ship on terms of 30 days to persons who will have their bank or merchants guarantee their account when ordering on these terms. This offer is made to prove the superior quality of FULTON and place it in households for medicinal purposes. Minors need not answer. If not satisfied, return at our expense, and if paid for, all your money will be refunded by next mail. Four miniature bottles Select Reserve Fulton will be sent FREE to those who remit with two gallon orders.

Orders for one gallon are shipped, all express charges prepaid, in four full quart bottles or our demijohn ON RECEIPT OF \$3.00. Return if not satisfied, and your money will be refunded.

Address **MYERS & COMPANY,** Warehouse No. 212, Plainly **COVINGTON, KY.**

Orders from Colorado, Utah, Montana, Arizona, New Mexico, Nevada, Washington, Wyoming, Idaho, Oregon, and California, must call for six gallons, \$15 by prepaid freight. Write for express terms.

Will Lease

For from three to five years, a 30,000-acre pasture which will carry 3000 stock or 2500 steer cattle; specially fine winter range. Pasture within four miles of Ozona. Lease to commence April 1. Apply to Mr. J. W. Montague, Fort Worth, or Chas. Schauer, Ozona, Tex.

Making History

During the year 1904, the Pecos Valley Lines and Southern Kansas Railway of Texas have been making railroad history in the Southwest.

COMING

We have brought to the Panhandle of Texas and Pecos Valley more than our share of the great army of homeseekers now attracted to this part of the world, where there still remains opportunity to acquire cheap and productive lands.

GOING

We have maintained the record of the "Cattle Trail Route," in handling the one great export product of this region. Requests for information should be addressed to A. L. CONRAD, Traffic Manager, Amarillo, Texas.

CHRISTMAS HOLIDAY RATES

A CHANCE TO VISIT YOUR "OLD HOME"

VIA

Operating Solid Vestibule Trains to Memphis and St. Louis without change. Pullman Sleepers, Parlor Cafe Cars, Meals a la Carte, Reclining Chair Cars, Seats Free.

DATES OF SALE

Dec. 20, 21, 22, & 26, 1904

Good to return within thirty days from date of sale.

LOW RATES WILL ALSO BE IN EFFECT TO ALL POINTS IN TEXAS UNDER FAVORABLE CONDITIONS.

For descriptive pamphlet, giving time of arrival and departure of trains from different points,

"ASK ANY COTTON BELT MAN"

Sheep Department

CANADIAN SHEEP PARASITE
A report has been received with reference to the sheep maggot fly, or "blown sheep" fly, in Australia.

Though comparatively unknown ten years ago, it has been gradually getting worse until last year complaints were coming in from all quarters of the state as to the loss on wool and sheep, not to mention the expense of dipping and treating the blown sheep all the fly season, which this year extended from the end of April to the middle of September.

The flies chiefly attack breeding ewes and lambs after they have tailed. Wethers are seldom blown, but the wet or soiled wool on the rump or crutch of the ewes is the favorite place to deposit the eggs, where within a very few hours maggots hatch out and burrow under the wool, and feed and crawl about in hundreds over the skin, which becomes inflamed and covered with red and black blotches. Later, as the damaged wool sloughs off, these become evil-smelling sores. If the sheep is not attended to within a few days the maggots extend up the back and the sheep wanders away and is eventually eaten alive.

One can easily detect a "blown sheep" from its restless manner and the way it jerks its tail and shakes its head. When the sheep is caught the wool is shorn off the infected part, the wounds and soiled wool are treated with some mixture to drive out or kill the maggots and heal the skin. It is found that it is better to drive out the parasites than kill them in the wool, for if killed they soon form a corrupt mass to attract more flies. Maggots have been obtained by the entomologist from infested sheep, and efforts will be made to establish the identity and life history of the fly. The results will be furnished as soon as the matter is settled.

Many "squatters" dip their sheep six weeks or more after shearing, as there is more wool on the skin to retain the mixture and it has a more lasting effect. If there is not much rain the dipping protects the sheep from maggots in the winter months. Most of the ranchmen use Cooper's dip. The loss to sheep owners from this pest is very considerable, not only in wasted wool and lost sheep, but in the constant attention and time that has to be taken in treating blown sheep. In damp, warm weather they have to be mustered up every few days.

What is wanted at present is a uniform mixture which can be applied to the blown wool, heal the skin, and prevent the flies from blowing it again before the mixture dries. Carbolic washes of all kinds have been discarded in Scotland, for though they kill the maggots and heal the skin they have no lasting effect. Sulphur and oil is chiefly used and where the skin is not broken the addition of arsenic is found to make a very good mixture, which prevents the flies from depositing their eggs, but arsenic should not be used on wounds or broken skin.

POINTS FOR SHEEP RAISERS

If on high priced lands and close to a good market for early lambs, some of the large mutton breeds, lambing in January or February, ought to pay best. If barns and sheds are fitted for this work and the ewes and lambs fed liberally on a variety of good feed that will grow the lambs quickly they can be put on the early market and very little land used for pasture. If, on the other hand, you are far from market and on cheap land, it might be better to have some of the medium mutton breeds, having the lambs come on pasture, which will require little or no grain, if the lambs are to be fed the following winter for market.

The man who pastures through the summer should sow with all his grain some clover, rape and turnips, for pasture, as soon as the grain is stacked, and on his corn ground that is cleared for the silo rye should be sown with the last cultivation which makes a good pasture till snow comes. In this way lambs can be moved from field to field on fresh pastures and thus avoid trouble from worm disease. The land growing this second crop is actually better than if it laid bare and the ewes pastured in this way are in fine condition as breeders.

In the selection of ewes cull the old ones that have passed their prime and any young ewe that has failed to be a good milker. The selection should be made and ewes marked while lambs are with their mothers, so as to tell which are growing good ones. In selecting a ram, get the best you can afford, and you can't afford a poor one, no matter how cheap.

The breeding flock should have plenty of room for exercise and be liberally fed on a variety of feeds and straw, ripe timothy hay and marsh grass, can be left out with profit. Clover hay, alfalfa, oat and pea hay, bright corn stalks, ensilage or turnips make a good variety. Before lambing time all tag locks should be clipped from ewe's udder, so the little fellows will have no trouble in finding what they want.—W. C. Bradley.

FEEDING SHEEP

W. J. Duffel, president of the Texas Sheep and Goat Breeders' Association,

in an article in the Texas Farm Journal, says: "The farmer or sheep breeder should have farmers' bulletin No. 49. It is the work of Professor John A. Craig while he was professor of animal husbandry in the University of Wisconsin. It is the best work of its size I ever saw. It treats of the feeding and management of the flock, then the feeding of lambs for the market. It has been my idea in all my institute work to reach the small farmers of Texas. They are the ones we should reach, for this kind of farming will help keep the children in school and will keep up the fertility of the soil. Dr. Spillman said in Dallas that it will take fifteen years to restore to the soil that which has been lost. He might have said, if we continue the present system it would take a hundred and fifty years. Professor Craig's experiments are made in the north. I wish he would feed some lambs down at College Station and put about one-fourth cotton seed meal to three parts ground corn with all the good hay and fodder they would eat. He will find Texas a fine country in which to feed sheep. Mr. Editor, I have written on sheep farming in Texas a good many years. I feel that my work will last long after I am gone. Everything is suited to this business in Texas. All we want is to get started. There are some nice flocks in this country, some of the very best imported sheep."

VALUABLE MUTTON CUTS

The most valuable parts of a mutton sheep are the cuts between the shoulders and the hock. Growers of mutton sheep usually are very particular that these parts shall be thoroughly well developed. They want a broad back without any protruding bones, with every indication of compactness and solidity.

Butchers want as much of the hotel rack as possible. This extends from the third to the twelfth rib. Back of this comes the loin, which is another expensive cut. It is much sought after as being the most tender part of the mutton sheep. The leg of lamb always has been and always will be popular. For this reason there should be lots of meat on the ham. It should be full away down to the hock. But while these parts are the most salable and the most valuable it is impossible to thoroughly develop valuable cuts without paying careful attention to the vital organs. Constitution is one of the principal points in breeding sheep and justly so. Unless a sheep has good lungs and big barrel to hold and digest food it will be impossible to round out the hips or back. There must be plenty of good mouth room to masticate the food and well developed internal organs to take care of it afterwards.

SHEEP NOTES

The following regarding the free importation of Mexican ewes to this country appeared in last week's issue of the Lampasas Leader: "The sheep owners of this county are sending to Mr. Slayden a petition protesting against the removal of the tariff from Mexican sheep to be imported to this country. It is claimed that it will be reduced the price of the home raised sheep and eventually reduce the price of the wool, as well as the reputation of this section of Texas for producing the best wools of certain grades which have an established reputation among the buyers of the world. The Leader commends these gentlemen for endeavoring to protect their own interests, and believes Mr. Slayden will see the wisdom of their protest and do what he can to defeat the proposed measure."

Concerning the wool trade last week's American Wool and Cotton Reporter said: The wool market has been decidedly quiet the past week. The trade are no longer speculating among themselves and there is some let up also in the demand in South American markets, as well as in the Australian markets, according to latest advices. Nothing further is heard as to concentrating in the west, and generally speaking a more moderate feeling pervades the wool market. The tone of the market is strong and top prices have in many instances been secured, but the market is generally on no higher level than it was a week ago. There is strong competition for cross-bred wools at the London sales, however, which opened on Tuesday of this week at 7 1/4-4 1/2 per cent advance over the close of the previous sales.

Captain Charles Scheriner of Kerrville, who has been down a day or so on business, will go home this morning. "We are getting along nicely out our way, thank you," said he to the Express Wednesday afternoon. "We got a very good price for our fall wool, about 17 cents, and it naturally stimulates the sheepman. The live stock interests generally are in good shape, and our farmers are holding considerable cotton for better prices. Asked for his views on restocking the sheep ranges of Texas he said: "I am not favorably impressed with the talk in some quarters of securing the Mexican ewe for this purpose, and while it is my opinion that the number of sheep will be greatly increased within the next few years the sheepmen will go

Clean Cattle

Winter better than those covered with ticks and lice. This is the season of the year in which your cattle should be cleaned for the winter. There is but one way to do this, and that is by dipping them.

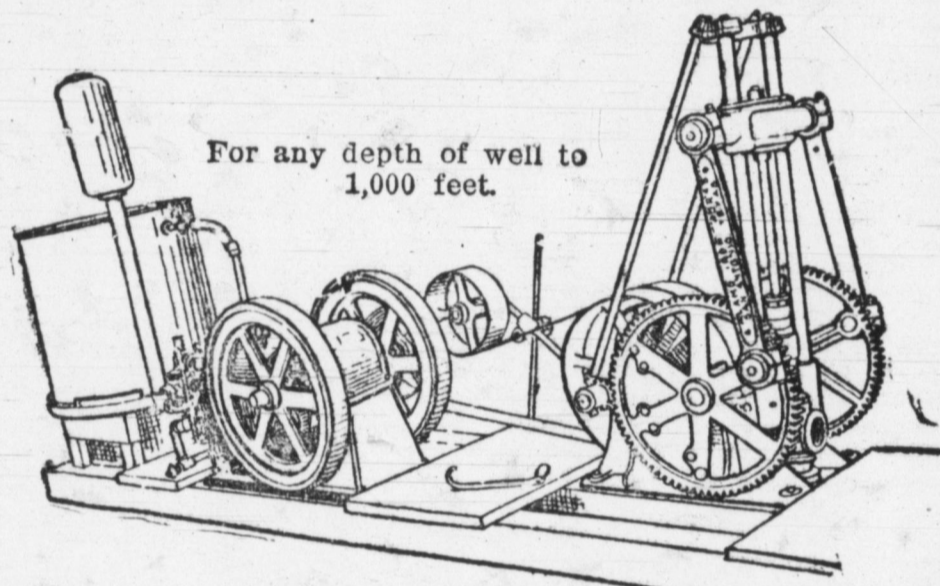
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THE ARGENTINE CATTLE DIP

Is the only satisfactory dip. "Once Used, Always Used."
J. B. GOODLETT, Sole Agent, Quanah, Texas.

YOUR CATTLE

Need not suffer for water if you use an outfit like this.



For any depth of well to 1,000 feet.

Over a hundred in use in West Texas and not a single ranchman has a complaint to offer. Speaks well for the jack, doesn't it?
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HOLIDAY RATES.....

To Illinois, Iowa, Minnesota, Kansas, Missouri, Nebraska, Colorado, Tennessee, Kentucky, North and South Carolina, Georgia, Florida, Mississippi, Alabama : : : : :

ONE FARE PLUS \$2.00.

DEC. 20, 21, 22 and 26, LIMIT 30 DAYS

Through Service.
Connections in Union Depots.

RATES TO OKLAHOMA AND INDIAN TERRITORY,

December 24, 25, 31, and January 1, Limit January 4. One Fare and Fifty Cents. : : :



Only Line with Through Sleepers
Texas to Chicago.

Write PHIL A. AUER, G. P. A.,
Fort Worth, Texas.

about it in the right way. We have been a long time in cutting ourselves loose from the Mexican sheep and the Mexican cow, and I believe it would be exceedingly bad policy to relax our effort toward higher ideals."—Express.

TEXAS LIVE STOCK

The summary just compiled by the state controller at Austin gives the total number and value of live stock of all kinds in Texas, according to the assessment of 1904. It shows that a total of 145,083,963 acres of land was rendered for assessment this year, its aggregate value being placed at \$475,202,337. The value of all the city and town lots in the state is placed at \$230,534,830.

In number and value of live stock Texas makes a big showing. The number of cattle assessed for taxation was 6,914,571.

with a value of \$56,947,224; number of hogs, 1,198,523 valued at \$2,423,630; goats, 529,442, valued at \$798,615; sheep, 1,259,623, valued at \$1,706,623; jacks and jennets, 12,660, valued at \$186,694; horses and mules, 148,156, valued at \$41,877,941.

The total number of dogs rendered for taxation was 29,222, valued at \$235,739. The grand total value of all property in the state, as rendered for taxation this year, was \$1,082,779,775, which is an increase of \$17,831,738 over last year.

The corporation of Liverpool wanted some land to add to the city's watershed, but offered only \$2,000,000 for it, whereas the owner wanted \$2,285,000. But the parties submitted the matter to arbitration, and the arbitrators fixed the value of the land at \$652,555.

WILSON REPORTS ON BOLL WEEVIL

Secretary of Agriculture Declares Progress During the Year Is Encouraging

CULTURAL CURE IS BEST

More Stations for Experimental Work Asked—School for Road Building

WASHINGTON, Nov. 30.—The secretary of agriculture has submitted his eighth annual report to the president. In opening his report the secretary enumerates some of the more important features of the year's work. Among them are extensive co-operation with agricultural stations; the taking of preliminary steps to conduct feeding and breeding experiments; plans for education of engineers in road building; the production of a hardy orange, a hybrid of the Florida orange and the Japanese trifoliata; valuable research in successful shipping of fruit abroad; the value of nitrogen-fixing bacteria; successful introduction of plants suited to light rainfall areas; establishment of pure food standards; the extension of agricultural education in primary and secondary schools; the extension of instruction to our island possessions to enable them to supply the country with \$20,000,000 worth of domestic products, now imported from abroad. He then proceeds to discuss the place of agriculture in the country's industrial life.

BOLL WEEVIL WAR

The most important work of the bureau of entomology during the year has been its combat with the Mexican cotton boll weevil. Under the provisions of the special appropriation of

I. & G. N.

Saves

MILES
INUTES
MONEY

To St. Louis
To Memphis

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IF YOU WANT 4 FULL QUARTS OF HARVEST KING IF BALTIMORE WHISKEY FOR \$3.50, WE PAY EXPRESS FOR YOU. FANCY GLASS & CORKS FREE

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\$250,000, made available last January, this work was greatly enlarged. Over a thousand acres, divided among thirteen experimental farms, were devoted to experimental work, and it is believed that the cultural system these farms were designed to illustrate has so far proved to be the only practical means of controlling the weevil. This is the outgrowth of several years of experimentation.

The discovery of the Guatemalan ant and its colonization in Texas is a feature of distinct encouragement. The eminent danger of the spread of the weevil, however, to other states indicates the necessity of continued active and energetic work on the part of the general government.

Field experiments have demonstrated that the cultural system of control recommended for the boll weevil furnishes the very best means also against the boll worm. Spraying and dusting with arsenical potions and the value of truck crops have been made the subject of careful experiments, and the department is now able to recommend measures which will greatly reduce damage from this pest.

WANTS MORE STATIONS

The secretary places himself on record as indorsing the demands of the stations for an extension of their work which can only be met by increasing their funds, and he expresses the view that it is of the highest importance that in any future act which congress may pass for the benefit of the stations the federal funds shall be explicitly granted for purposes of agricultural research, and the powers and duties of this department as related to the supervision of those funds shall be clearly defined.

Constant vigilance is necessary to prevent the introduction into the United States of birds or animals likely to become pests. The permits issued during the year numbered 318, and included 1,470 mammals and 250,000 birds.

FARMERS' INSTITUTES

Work in the interest of the farmers' institutes throughout the country has been regularly organized in the office of experiment stations and attention has been definitely called to the numerous publications which the department and the experiment stations are issuing, and they have been put in the way of receiving these publications regularly.

He enumerates instances of the liberality of many of the states in their dealings with the agricultural colleges in making provision especially for new buildings and increased equipment. He reports an increased interest in courses in rural engineering and the provision in several of the colleges of special facilities for instruction in this important subject.

He reports the attendance at land-grant colleges in 1903 of over 52,000 students, of whom 3,146 were taking four-year courses in agriculture and 7,550 were taking shorter courses in agriculture, dairying, horticulture and veterinary science. Graduates of these institutions in 1903 numbered 4,524.

ROAD BUILDING SCHOOL

In connection with the subject of road materials, the secretary urges the desirability of a school for road building in connection with the department, the students to consist of men who have already received degrees from reputable engineering schools.

OF INTEREST TO STOCKMEN

ONTANA RANGE CATTLE

Robert Coburn, of Malta, Mont., will be recognized as an authority on range cattle matters. He attributes the deficiency in the grass cattle output of that state this season, both as regards numbers and quality to drought. "Cattle never had a chance to get fat," he said. Of grass there was and is,

abundance but grass without water is useless for beef making purposes. Cattle hung around water holes and streams all summer, these in most instances drying up and where we ought to have had abundance of fat beef we produced practically none. That is why ontana shipments were light and of poor quality and it is also the reason why a large number of steers, intended for market, will be re-wintered. One result will be a very slack demand for southern stockers next spring. We intend to clean up our ranges before putting more money into the business."

SAN ANGELO SHIPMENTS

SAN ANGELO, Texas, Nov. 27.—Tom Campbell has been purchasing mule colts at from \$25 to \$32 per head and has bought about 200. From J. M. Cox he bought thirteen at \$25 each, 150 from Charlie Metcalfe at \$32 each, seventeen from Lee Bros. at \$32 each, and four from Thomas Webb at \$25 each. He is also trying to buy more young mule colts and will feed them for sale when they are big and broke.

T. J. Clegg bought from J. N. Farquhar and J. H. Mott ten steer yearlings at \$10 around. Steer yearlings are getting scarce and are hard to buy at this price.

Jim Hershey bought 145 steers, threes and fours, from John A. Loomis at private terms.

S. J. Blocker bought of Jim Hershey 338 threes and fours at private terms. J. Ellis Johnson sold J. S. Noelke a car of fat cows at \$10 around.

The following shipments have been made: To Fort Worth—John Kritzer, two cars cows; Lee Wilson, one car calves and cows.

To St. Louis—W. B. Hunter, one car mixed cattle; J. K. Barfield, one car calves, three cars cows; J. D. Sugg, two cars cows; Ed Duggan Jr., two cars cows; M. E. Pulliam, two cars calves.

T. J. Matchett, one car horses to Brenham; John Gurley, one car horses to Chilton, Texas; J. M. Gann, one car horses to Pearl River, La.; Briggs Bros., four cars cows, one car mixed cattle, to St. Louis.

SAN ANGELO, Texas, Dec. 2.—Jake French, a well known cattle feeder of Temple, is here looking for big steers to feed at the Temple oil mills. He is feeding one lot of steers at the Ballinger oil mills.

Fred Schmidt of this place has signed a match contest between Clay McGonigill, the world's champion roper, and Abe Wilson of Carlisle, N. M., the crack roper of that territory, to take place here during the Christmas roping carnival Dec. 1 and 16. Each man is to rope and tie two steers and the purse is \$500 a side.

Willis Johnson of this place has employed R. M. Stephens of Miles to exterminate the prairie dogs in his fair grounds and Crow's Nest pastures.

A shipment of red-pollled cattle has been received here.

THE CHICAGO SHOW

CHICAGO, Nov. 29.—Twenty thousand visitors have seen the world's greatest live stock show. Every department from the miscellaneous exhibit in the exposition hall to the car load classes of fat stock has been thronged with enthusiastic sight-seers. Last night the famous horse fair was opened, under the direction of Dr. G. Howard Davidson of Millbrook, N. Y. Society was out in force and displayed greater interest perhaps than ever before at a similar event.

The car load exhibit is complete. In the breeders' class, Texas contributes thirty car loads and in the fat class there are twenty car loads of Texas cattle fed and exhibited by northern feeders.

John G. Imboden, the well known authority of Decatur, Ill., declares unhesitatingly that the world has never seen such a show of range calves.

Texas has furnished the bulk of them in this exhibit. Mr. Imboden says the body beef has grown to mammoth proportions. Texas is now conceded as the logical breeding ground for this class of cattle and so great a lead has this state that Texas cattlemen by carefully fostering her prestige may figure on the lion's share of the business for all time to come.

Judging of the car load classes will begin tomorrow. William Leavitt will tie the ribbons in fat classes, John Imboden will make awards in the feeder class.

The most striking car of fat cattle is exhibited by D. W. Black of Lyndon, Ohio. These animals are of the J A brand, from the Adair ranch in the Texas Panhandle. Black, who is famous for producing winners, has eclipsed all former efforts. His cattle are of superb excellency and are strong to win championship over all breeds.

The best cattle by far in car load division are of Texas origin. It looks like Texas would make a clean sweep.

Frank Hastings of Stamford has already sold his calves, now on exhibit, to Dan Black to be fed for next year's International.

HORSE AND MULE MARKET

The Fort Worth Horse and Mule Company beg to announce that in response to demands from all over the country they will hold a special big auction sale for one week, Jan. 2 to 7, to open the 1905 season. The market receipts for 1904 have been over twenty thousand head and the business continues to grow in a manner little short of marvelous. We will be able to handle all classes of broke stuff, ready for market, but can not under any consideration handle any broncos or broom-tails, as the season for them is past. Gentle and fat mares of all sizes will be most in demand. Terms on application.

FOR EXCHANGE or sale very cheap, on account of having used them long enough, several finely bred Hereford bulls. Young bulls for sale at all times. All range bred and located in Shackelford county, below the line. Address, Geo. Wolf Holstein, Hamby, Taylor county, Texas.

Successful
Automatic in everything. Accidents impossible. The most chicks hatched, brooded the best, least care. Get the standard of years. Incubator, poultry and poultry supply catalog FREE. Poultry paper 1 year 10c. **DES MOINES INCUBATOR CO.** Dept. 523 Des Moines Ia.

THE GREAT EAST AND WEST LINES EVER
Louisiana and Texas.



NO TROUBLE TO ANSWER QUESTIONS.
Runs through the irrigable districts of
WEST TEXAS AND THE PECOS VALLEY
Those residing out of the State are requested to write for
NEW BOOK ON TEXAS—Free
E. P. TURNER, General Passenger Agt.
DAL LAS, TEXAS.



Hog Department

ON GOOD TERMS WITH THE HOG

We are on good terms with the hog because by our sticking to him he has stuck to us and we find when we have hogs to sell we always have money to buy with. Think of it, ten to twelve months after you have bred your sows you can market your product! Market it in the shape of good, well developed pork. It is not termed baby pork or baby lard or baby product of any kind. It is a product that goes into every channel of trade. It can go in tin cans or air tight vessels or it can go it alone, and where is the man, woman or child that does not appreciate in some form and consume great quantities of the product, and come back year after year wanting more? But "pork is not healthy!" Who said it's not healthy? As proof of this fallacy I point you to the millions of dollars' worth of it that is being and has been consumed and the people live to want more. Not healthy? Give the hog a chance and he is the most cleanly of all the domestic animals. He is as sanitary in his habits as the most fastidious human being and when he is the object of filth and squalor and made the subject of disease, it is when man has so surrounded him that he has no choice in the matter. The hog does not need extensive quarters to live in and do well in; he can be accommodated more easily than any of our animals. He needs first access to pure air and water; these go hand in hand with good feed to make best returns. So long as he has a clean spot to eat in and a clean dry bed to sleep in, with the prevailing wind shut off so that it can not blow directly on him, he will do well and make a profit. The rest of his surroundings he will keep in order if he has room. Some think it absolutely necessary to have a place for a hog to wallow in. I do not. Even in the hottest weather shade and dry surroundings will keep him healthy and much more presentable. If the wallow is fed by a good live stream that flows in and out of the wallow, all right, but if fed by only enough water to make a mud hole or mortar bed, I look on it as a very dangerous place to allow hogs to go. Hogs will often start a wallow, especially in our tough limestone lay. He roots out a place in the earth to fit his body and probably gets cool earth to lie in. The rains fill this up and you have a real disease breeder or retainer and an unsightly spot on the farm. When we have such places we drain them out first and then fill up with earth and go after the chap that roots with the ringer.

CORNCOB CHARCOAL FOR HOGS

During the last year there has been but little loss from hog cholera throughout the central west, it being claimed by many authorities that this is due to the scarcity of corn. There is no question, but what the high price of this cereal has changed the character of the hog's ration, and this in turn has added materially to the health of animals. As we are now on the verge of harvesting what will possibly be the largest corn crop ever raised, it becomes important that we prepare to wage war against that most disastrous disease. This is done by keeping hogs in a strong, healthy condition. Many successful breeders have adopted the practice of feeding corncob charcoal to their hogs, and there is no question but what this tends to keep them in a healthy condition. As to the manner of burning these cobs one breeder says to dig a hole in the ground five feet deep, one foot in diameter at the bottom and five feet at the top, using this hole as a charcoal pit. Into this pit place some combustible material and ignite. To this gradually add dry corncobs until the pit is full. After the flames have thoroughly penetrated these cobs place over the pit a sheet iron cover so as to exclude the air. If there are any crevices around the edge these should be covered with soil. In the course of ten or twelve hours the charcoal will be ready for use. This charcoal may be fed alone to hogs or mixed in the following way: Six bushels of corncob charcoal, eight pounds of salt, two quarts of air-slacked lime and one bushel of wood ashes. The charcoal should be broken up fine and these substances thoroughly mixed together. One writer adds to this mixture one and a quarter pounds of copperas, which he dissolves in hot water, afterward sprinkling this over the mixture. The mixture may then be fed to hogs at certain intervals, or, what is better, it may be placed where the hogs may have free access to it at all times.

HOW SWINE MULTIPLY

Not long since two gentlemen were driving by the home of a successful farmer. As they passed the barn lots a thrifty looking little sow pig crossed the road before them. They remarked about the beauty of the little animal and the older of the two said: "You may not believe me, but I can take that very little sow and in four years with her increase, buy the best eighty acres there is in this neighborhood and have enough hogs left to stock upon the farm and pay a good share of the expense in their keeping."

At first thought the statement does not seem possible, but a little figuring will prove that it is not far from the truth.

We will suppose that the sow and all her female increase will farrow for the first time when they are a year old and will give birth to a litter every six months

thereafter; and that each litter will average six pigs—three males and three females.

At the end of the first year we have the sow and six pigs—three males and, with the mother, four females. In eighteen months she has a second litter. This brings the total up to seven sows and six males. After two years have gone this sow has her third litter and each of the three sows of her first litter also farrow. This gives us a total of nineteen sows and eighteen males. In two years and a half the three sows of her second litter are old enough to farrow. This brings our number up to forty females and thirty-nine males. In three years the sows of her first, second and third litters will farrow and in addition the nine that were born, three each to the three of her first litter. This increases the number to ninety-seven females and ninety-six males. Thus it goes on in progressions till the end of four years we have a total of 598 females and 597 males, hogs enough to buy a good sized farm.

BREEDING YOUNG SOWS

January is a good month to breed the young sows that are to farrow their first litter of pigs. A sow should not be bred until she is at least eight months old, and not then if she has not been well fed and cared for, so as to have made steady growth. She ought to be a year old when she farrows, and so far as can be done she should farrow in the spring, after the weather is fairly well settled and grass and clover have made a good start.

A young sow should be in a good thrifty condition when bred and kept thrifty during gestation. There is no advantage in having her fat; in fact, an excess of fat is detrimental.

It is best in breeding a sow for the first time to mate her to a well-matured boar, and he should always be a full blood, no matter what the sow may be, scrub, half-breed, or full blood. After service she should be put in a quiet place to herself and kept until the heat has passed off.

If two or more sows are to be bred it is an item to breed them all at as nearly the same time as possible, so that the pigs will be uniform in size and age.

By having the pigs come after grass or clover has started well the sows will be better able to supply them with plenty of milk, and for the first three or four weeks at least they must depend almost entirely upon their mother's milk for sustenance and growth, and if they make a good start to grow it is essential that the dam be able to supply plenty of milk. Plenty of good grass or clover pasture will help materially in enabling her to do this. While some corn may be fed to advantage during the winter, it is also best to feed middlings, ground oats or barley bran and oil meal. These not only furnish the elements needed for the growth of bone and muscle, but they also aid to keep the bowels open and the digestive organs in good condition. A little care in feeding will help materially in maintaining a good healthy condition.

HOG NOTES

Hogs in the French markets are not equal to ours in quality. They usually sell high, although they would be regarded by Americans as "skips" and "scalawags."

It is a simple operation to castrate pigs, if one knows how. Let every beginner learn from some experienced person. In general, it may be said that the incision should be made low down, and the cords pulled out instead of being cut. Large tumors sometimes form on the end of cords which have been cut.

A hog pasture, says Breeders' Gazette, does not mean a dust lot with possibly a few old weeds off in one corner, but a good and commodious range, and if planned to give the best results, it will contain a variety of crops, selected as to their food value. Pasture and range are necessary in order to keep breeding swine in a healthy condition and grow the stock at a profit. The man who tries to raise swine under other conditions is playing a losing game, and his balance will be on the debtor side of the ledger just as sure as we have day and night. Although these facts have been vouched for many times by experiment stations and successful swine raisers and given wide publicity, thousands of farmers will continue in trying to raise hogs in a dry lot with nothing but corn as a feed, with the expectation of making a profit.

CAPTAIN LYTLE TALKS

CHICAGO, Nov. 22.—Captain John T. Lytle of Fort Worth, secretary of the Texas Cattle Raisers' Association, who is attending the airing of the complaint by that association against railroad live stock rates, was at the yards today. Regarding that hearing, he said:

"Our railroad friends have so many witnesses to prove that they are carrying live stock at less than cost that we will have to postpone the hearing. All that will be accomplished is the creation of public sentiment. The absurdity of railroad contention is that settlement of claims eats up profits from carrying live stock. If they gave service there would be no claims. Latterly service has been good and few claims have been filed."

Talking on Texas conditions he said: "Prospects are bright. While the southwest is not actually short of cattle, no great number are pressing on the market. Our aged cattle have practically disap-

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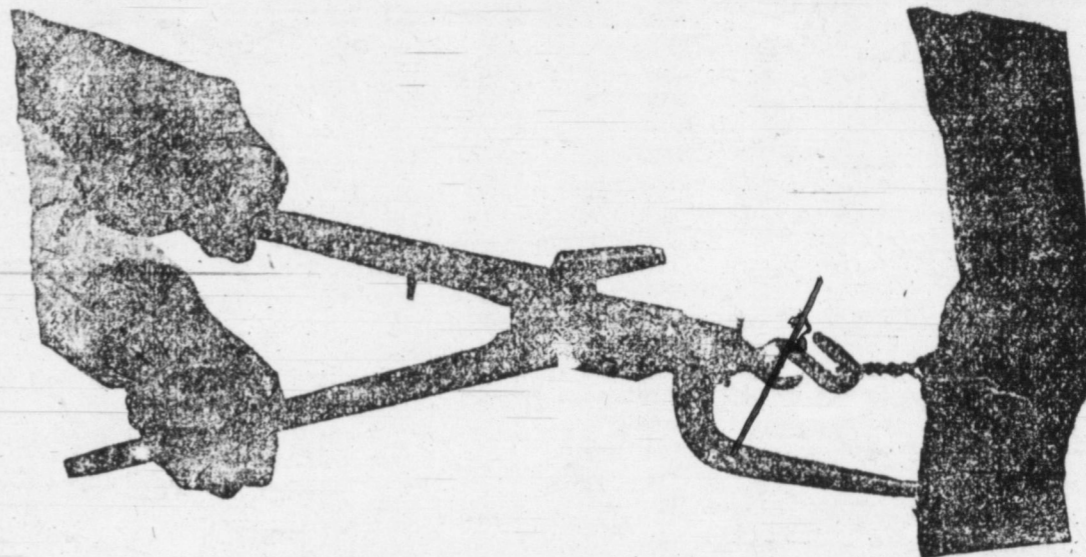
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Elmdale Whisky 4 yrs. old @ 2.50	Brook Hill Whisky ... 10 yrs. old @ 4.00
Champion Whisky ... 8 yrs. old @ 3.00	Harvard Rye Whisky 10 yrs. old @ 5.00
Monarch Whisky 7 yrs. old @ 3.00	T. B. Ripy Whisky... 10 yrs. old @ 5.00
Cyclone Whisky 6 yrs. old @ 3.00	North Carolina Corn Whisky 4 yrs. old @ 2.50
Old Miller Whisky... 6 yrs. old @ 3.00	Tennessee Corn Whisky 6 yrs. old @ 3.00
Lincoln County, Tenn. Whisky 6 yrs. old @ 3.00	Tenn. Apple Brandy... 6 yrs. old @ 3.50
Robertson County, Tenn. Whisky 8 yrs. old @ 3.50	Ark. Apple Brandy... 8 yrs. old @ 4.00
Green Brier Whisky... 10 yrs. old @ 4.00	Tenn. Peach Brandy... 8 yrs. old @ 4.00
McBride Rye Whisky. 10 yrs. old @ 4.00	Maryland Peach Brandy 10 yrs. old @ 5.00
Old Cunningham	

On the above prices we will allow 5 per cent discount by including money order.

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This cut shows the tool after twists have been made in the smooth wire which fastens the barbed wire to the post firmly and permanently. This tool ties barbed wires to posts, where a fence crosses a ravine or gulley or over hills, so that the wires can never come loose. It makes water gaps secure and lasting. It is also a perfect splicing tool. The greatest labor and money saver of all fence repair tools.

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Postoffice Box 704 F, San Antonio, Tex.

peared. This year's calf crop was light and 50 per cent of it has been shipped out. There will be no anxiety to sell two-year-old steers next spring simply because we have not got them to sell. The range is in fine condition."

Regarding the feeding outlook, Captain Lytle said:

"It looks to me like a good year to feed. An army of amateurs have quit in disgust and the result of that can be easily surmised. Down our way feeding will be light owing to the high price of hulls. Feeders are willing to pay present prices, \$20@21 for meal, but balk at \$4 for hulls. I believe finished cattle will make money for the feeder from now on."

After looking over the western runs Captain Lytle says: "What puzzles me is the average poor condition of these western grass cattle. They do not seem to be able to make them as good as they did years ago."

NORTHWESTERN RANGE CATTLE

Robert Sanderson, the rancher-banker of Big Springs, Texas, who is in Chicago attending the International, regards northwestern policy of holding aged range cattle over another winter as ill-advised. "My information is to the effect that a large number of these cattle, intended for this year's market, had prices been more favorable, will be re-wintered," he said. "My opinion is that it would have been more profitable to cash them in even if a loss had to be taken, wintering the money and investing it in two-year-old southern steers next spring. These aged steers are getting sinevy, depreciating their value when marketed. They have reached their maximum development and consequently will not increase in value so far as weight is concerned. All the owner has to hope for is a higher market to let him out. On the other hand by converting them into cash, expense and risk of re-wintering would have been eliminated and young southern stock could be bought next year at reasonable prices. This would have growthy qualities aged cattle do not possess, affording the grazer an opportunity to even up which he can never do with his aged steers."

OUTLOOK FOR FEEDERS

Colonel Ike T. Pryor came in from Kansas City Wednesday morning and will remain a day or two. While not enthusiastic, he is reasonably hopeful

THE SERPENT

New Novel



JUST OUT! HIGHLY REALISTIC! All about a dancing girl on a concert-hall stage in a western mining town; what she did to a young miner who met her in a private box, and what followed. You will sit up late at night to finish it. The pictures are something you won't miss if you know yourself—elegant half-tones on plate paper that bring out every detail better than photographs do. Handsomely bound in cloth, 240 pp., 75c postpaid. If you want to know just what it is like before you put up the, we will mail you a free trial copy for 10c.

SOUTHWESTERN SUPPLY CO., Dept. 7,
FORT WORTH, TEXAS

of better times for the feeder after the first of the New Year. "I do not look for any abnormally high prices," said he to the Express, "but the feeder who exercises good judgment will be able to ship out the finished steer at a less price than heretofore. The steers have been bought cheaper and feed is cheaper than it has been. Meal and hulls are selling in plentiful supply at \$20 and \$3, and at these figures there should be a reasonable profit in the feeding operations that will be carried on this season. I understand the mill men in South Texas have not met the prices of the mills in Central and North Texas and in the territory. Their judgment may be the best, but it seems that the advantage by reason of their close proximity to the port of Galveston is more than offset by the fact that they are located in a section where grass is plentiful. Feeders need an incentive just now down this way and if it is not forthcoming there will probably not be much doing in the majority of feed lots. If a man can make a saving of \$4 or \$5 per head in the reduced cost of the steer and the feed I believe he will have margin enough to insure him a reasonable profit on his venture."—San Antonio Express.

HOLIDAY RATES

One fare plus ten per cent on the convention basis can be secured via "The Katy" to all points in Texas for the Holidays. Selling dates, December 23, 24, 25, 26 and January 1, with final limit to January 4, 1905.

For rates and information see any "Katy" agent or write
W. G. CRUSH, Dallas, Texas.

MARKET REVIEW

GEO. R. BARSE Live Stock Commission Co.

(Successors to Barse Live Stock Commission Co.)

FORT WORTH, TEXAS.

NATIONAL STOCK YARDS, ILL.
KANSAS CITY, MO.

Fort Worth, Texas, Tuesday, Dec. 13, 1904

Wednesday's Shippers

CATTLE	
Hamilton & Connell, Midland	318
C. H. Powell, San Angelo	60
P. C. Brinkley, Grandview	4
J. D. Dernhitt, Sweetwater	2
R. G. Kuykendall, Kyle	51
H. H. Horn, Merkel	32
J. B. Slanter, Stanton	454
D. C. Brant, Weatherford	49
J. B. Slaughter, Stanton	122
— Stokes, Stanton	95
Ed Duncan, Stanton	54
T. B. Headrick, Headrick, Okla.	36
Mrs. A. S. Hocker, Monahans	75
Cowden Son & Keyser, Monahans	142
Cowden & Cockran, Monahans	59
Charley Crowley, Odessa	40
H. H. Luckett, Kent	91
A. L. Farrington, Yoakum	29
C. B. Sweeney, Lampasas	60
R. M. Dunham, Stanton	54
F. G. Oxsheer Jr., Stanton	111
Scrivner L. S. Co., Kerrville	84
George Knipper, Chatfield	30
L. M. Kokernat, Shiner	104
J. S. Cathey, Vernon	34
George D. Elliott, Midland	114
Thomas Volwig, Midland	61
W. Phelps, Morgan	53
C. M. Cullough, Kopperal	46
R. L. Payne, Cleburne	24
H. S. Tanner, Henrietta	23
J. R. Black, Electra	50
L. C. Smuck, Chillicothe	99
W. L. Lacy, Esettillene	67
W. A. Newman, Childress	94
Smith & Son, Bowie	34
O. Dorwin, Waco	95
Dyer & Steen, Flowers	25
A. A. Bailey, Colorado	108
C. Edwards, Odessa	119
West Edwards, Odessa	150
George L. Houston, Flatonia	77
Houston & Anderson, Midland	170
Elliott & Harrington, Midland	86

HOGS	
C. B. Sweeney, Plano	91
C. McCullough, Kopperal	1
— Dawlin, Goodnight	73
R. H. Brown, Bassett	203
O. H. McDonald, El Reno	71
H. S. Milward, Weatherford	88
W. Lyons, Foss	100
C. B. Howerton, Elk City	97
Turner & Crowder, Elk City	117
C. Watts, Yukon	83
B. & B. Franklin	108
W. F. H. Easterly	231
G. T. Lanier, Marquez	234
A. G. Crump, DeKalb	90
Harris & B., Covington	57
W. H. Evans, Oakwoods	110
Page & Chantry, Perkins, Okla.	73
J. O. Adamson, Edmond	72

HORSES AND MULES	
Ross Bros., Goldthwaite	27
W. L. G., Weatherford	27
R. B. Masterson, Seymour	27
R. C. Brinkley, Grandview	2
J. H. Finley, Dublin	24
Coffman & Walker, Weatherford	18

STEERS			COWS		
No.	Ave. Price.	No.	Ave. Price.	No.	Ave. Price.
23.....1,047	\$3.40	24.....924	\$3.10	23.....540	\$1.50
24.....858	3.10	25.....950	3.40	25.....968	3.15
25.....984	3.40			24.....745	\$2.25

CALVES			BULLS		
No.	Ave. Price.	No.	Ave. Price.	No.	Ave. Price.
5.....296	\$2.50	6.....263	\$4.00	50x.....514	\$1.70
7.....178	4.00	4.....290	1.25	No. Ave. Price.	No. No. Price.
1.....110	2.00	51.....230	2.30	1.....350	\$1.25
5.....296	3.00	60.....245	2.75	4.....307	2.25
1.....140	3.50	1.....150	2.00	32.....321	2.25
57.....337	9.00 per head.			5.....464	2.00

HOGS			CALVES		
No.	Ave. Price.	No.	Ave. Price.	No.	Ave. Price.
69.....240	\$4.62½	33.....160	\$4.10	1.....307	\$1.25
70.....236	4.60	57.....252	4.65	4.....307	2.25
38.....233	4.47½	32.....210	4.40	32.....321	2.25
38.....180	4.47½	17.....124	4.20	5.....464	2.00
6.....174	4.47½	1.....230	4.55		
23.....152	4.47½	58.....221	4.60		
1.....270	3.50	9.....209	4.60		
42.....227	4.57½	6.....142	3.85		
31.....153	4.57½	23.....230	4.55		
60.....195	4.42½	35.....203	4.50		
72.....270	4.67½				

PIGS			SHEEP		
No.	Ave. Price.	No.	Ave. Price.	No.	Ave. Price.
27.....121	\$3.95	14.....135	\$4.25	61.....101	\$3.70
41.....133	4.20	17.....124	4.20	3.....118	4.00
21.....114	4.20	7.....111	3.05		

Thursday's Shippers

CATTLE	
G. M. A. Stanton	29
George D. Elliott, Midland	179
Houston & Anderson, Midland	279
C. B. Holt, Stanton	81
J. W. Woodridge, Midland	40
C. Dym, Kopperal	49
J. W. Woodridge, Midland	23
J. N. Payne, Graham	50
Schriner L. S. Co., Kerrville	120
W. T. Sprague, Talfurrias	103
R. W. Wilder, Beeville	27
R. P. Korth, Yorktown	65
George Thomas, Cuero	28
H. Lord, Cuero	71
William Buthrig, Cuero	71
C. D. Shelton, Vernon	34
S. E. Edwards, Delley	26
J. H. Blackalley, Pearsall	30
Ike Geeseke, Pecos	45
R. G. Peacock, Brady	124

Friday's Shippers

CATTLE	
L. C. Parrish, Detroit	25
S. C. Arnett, Kent	580
Joe Payne, Graham	62
E. B. Norman, Graham	30
D. C. Brant, Weatherford	43
Hensley & B., Addington, I. T.	27
J. W. Martin, Duncan	33
H. & J., Commerce	32
Thomson & Simpson, Monahans	145
J. A. Shedd, Alpine	64
S. D. Bishop, Haymond	671
— Ingraham, West	47
S. D. King, Mexia	34
J. P. Horsell, Corsicana	21
J. L. oBone, Seymour	143
J. F. Hunter, Granbury	60
— Zollyady, Irene	32
Ike S. Willis Point	34
H. Burns, Taylor	25
J. M. Oden, Pecar	111

OUR WEEKLY MARKET REVIEW

WE QUOTE THE MARKET AS IT IS

There has been but little change of prices on cattle this week, except on canners, which are 10 to 15 cents lower.

Best fed steers, \$3.75 to \$4.00; medium fed steers, \$3.40 to \$3.65; light fed steers, \$3.00 to \$3.30; good heavy fat grass or cake steers, \$3.25 to \$3.50; choice fat cows, \$2.25 to \$2.60, and occasionally a fine cow or heifer at \$3.00; the ordinary good cows, \$1.90 to \$2.15; canners and cutters, \$1.00 to \$1.80.

Good quality heavy feeders, \$3.00 to \$3.25; 800 to 900-lb. good quality 2s and 3s, \$2.75 to \$3.00.

Good feeder bulls, around \$2.00. Choice light veals, \$3.50 to \$4; fat heavies, \$2.50 to \$3.00; medium good heavy calves, \$2.25 to \$2.50. The run of cattle is letting up a little and we look for a little advance on good butcher stuff by this time next week.

No commission firm is better equipped for handling consignments of live stock than we are, and no commission firm can realize more money for your stock than we can. A trial shipment to us will convince you of this fact. We invite a comparison of sales with the sales of any commission firm on any market.

IF YOU WOULD LIKE TO HAVE—
RELIABLE SERVICE
THE FULL MARKET PRICE
PROMPT RETURNS

Consign your stock to us at Fort Worth, Kansas City or St. Louis, and same shall have our very best and prompt attention. Correspondence solicited. Market reports furnished free on application.

DESCRIBE YOUR STOCK AND WE WILL TELL YOU ITS VALUE.
SHIP US YOUR STOCK AND WE WILL GET YOU ITS VALUE.

Very respectfully,

Geo. R. Barse Live Stock Commission Co.

HOGS	
J. M. Haigler, Carleton, Okla.	170
J. D. T., Bastrop	139
T. R. Ivy, Oakwoods	157
F. E. Hurley, Custer City	79
J. C. Petree, El Reno	70
W. A. Thomason, Madisonville	228
C. E. Bullard, Madisonville	228
— Lion, Buffalo	125

STEERS			COWS		
No.	Ave. Price.	No.	Ave. Price.	No.	Ave. Price.
2.....540	\$1.50	24.....745	\$2.25	60.....769	\$2.10
25.....968	3.15	24.....1,063	3.45	4.....675	2.10

CALVES			BULLS		
No.	Ave. Price.	No.	Ave. Price.	No.	Ave. Price.
1.....350	\$1.25	1.....120	\$3.00	60.....832	\$2.10
4.....307	2.25	2.....170	2.50	4.....675	2.10
32.....321	2.25	1.....120	3.00	30.....812	2.00
5.....464	2.00	8.....317	1.35	1.....690	2.25

HOGS			CALVES		
No.	Ave. Price.	No.	Ave. Price.	No.	Ave. Price.
70.....223	\$4.47½	1.....190	\$4.35	1.....350	\$1.25
65.....194	4.50	34.....155	4.50	4.....307	2.25
71.....258	4.57½	16.....212	4.40	32.....321	2.25
2.....135	4.20	3.....157	4.45	5.....464	2.00
43.....217	4.47½	73.....227	4.60		
60.....201	4.47½	54.....214	4.50		
20.....140	4.50				

PIGS			SHEEP		
No.	Ave. Price.	No.	Ave. Price.	No.	Ave. Price.
61.....101	\$3.70	10.....100	\$3.50		
3.....118	4.00	5.....116	4.00		

SHEEP			
No.	Ave. Price.	No.	Ave. Price.
61.....100	\$3.50	185.....96	\$4.00

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W. H. Jennings, J. Jacobs, W. E. Jary.

Salesmen at Fort Worth:
W. S. Vinson, Cattle,
B. Hackett, Hogs.

Market Reports FREE on Application.
San Antonio and Fort Worth, Texas.

HOGS			STEERS		
No.	Ave. Price.	No.	Ave. Price.	No.	Ave. Price.
76		76		76	
73		69		7	
123		2		40	
149		149		1	
68		78		680	
42		3		675	

COTTON SEED HULLS, CAKE AND MEAL!

STREET & GRAVES, Houston, Texas

10.....	806	2.25	3.....	973	3.00
2.....	800	1.75	18.....	680	1.39
1.....	1,180	2.50	6.....	907	2.00
11.....	950	2.20	1.....	1,100	3.00
1.....	860	2.00	14.....	807	1.89
42.....	734	1.55	261.....	681	1.70
72.....	684	1.70	180.....	744	2.20
23.....	699	1.65	59.....	735	1.89
1.....	620	1.80	145.....	770	2.20
1.....	840	2.35	14.....	923	2.10
1.....	1,030	3.00	13.....	745	1.80
7.....	770	2.25	11.....	763	1.75
2.....	870	1.50	2.....	645	1.50
34.....	711	2.00	13.....	830	2.10
4.....	815	1.50	2.....	920	2.50
13.....	682	1.50	2.....	746	2.00
9.....	733	1.85			

HEIFERS	
No.	Ave. Price.
1.....	540 \$1.25
3.....	563 2.35

BULLS	
No.	Ave. Price.
1.....	610 \$1.50
4.....	1,235 3.25
1.....	1,370 1.75

CALVES	
No.	Ave. Price.
3.....	103 \$3.00
1.....	409 1.50
1.....	220 1.50
39.....	284 3.25
4.....	375 2.25
1.....	157 3.75
6.....	350 7.75 per head.

HOGS	
No.	Ave. Price.
73.....	258 \$4.75
25.....	225 4.12 1/2
73.....	220 4.45
17.....	148 4.20
10.....	134 4.20

PIGS	
No.	Ave. Price.
93.....	107 \$4.15
	7..... 117 \$4.00

SHEEP	
No.	Ave. Price.
49.....	83 \$4.00
	5..... 76 \$3.75

CATTLE	
McGuire Bros., San Angelo	56
W. C. Jolly, San Angelo	62
W. C. Gay Jr., Coleman	33
J. W. Flinn, Hico	28
B. L. Richardson, Alvord	33
G. E. Turner, Rhame	32
G. C. Spires, Roscoe	60
Mrs. Millie Robertson, Odessa	89
M. D. Sutherland, Midland	112
James Becher, Midland	116
Lee Breckenridge, Midland	28
J. O. McCloud, Bryson	32
W. T. Petty, Stanton	29
Toboka Cattle Co., Stanton	199
B. Y. Lee, Stanton	59
Lee & Taylor, Stanton	58
C. O. Edwards, Stanton	84
W. W. Mars, Commerce	34
— Liggett, Mount Pleasant	54
H. & M. Alvarado	87
F. E. Kindley, Graham	33
Joe Payne, Graham	331

HOGS	
J. B. Wilson, Maysville	86
J. L. Foster, Coyle	77
Rabeock, B. & C., Stillwater, Okla.	166
C. Wheeler, Norman	183
F. P. Tillery, Grapevine	96
R. F. & H. L. Howe, Billings	86
T. L. Wade, Marlow	67
E. W. Gagny, Terrell	41
T. N. O., Athens	105
E. A. Elliott, Richland	68
First National Bank, Cashton, Okla.	87

STEERS	
No.	Ave. Price.
1.....	700 \$2.50
22.....	1,056 3.50
1.....	650 1.55
	50..... 1,114 3.75

COWS	
No.	Ave. Price.
6.....	509 \$1.50
2.....	975 2.50
46.....	614 1.55
1.....	1,030 2.65
2.....	990 2.10
13.....	680 1.40
30.....	794 2.35
62.....	801 2.35
30.....	813 1.75
29.....	775 2.00
22.....	745 1.50
6.....	681 1.40
5.....	754 2.00
10.....	831 1.90
8.....	691 1.50
23.....	736 1.75
15.....	733 1.80
1.....	800 1.25
18.....	690 1.50
1.....	650 1.25
1.....	780 1.50
1.....	780 1.50
31.....	709 1.60
31.....	801 1.85
62.....	780 2.00
29.....	818 1.95

HEIFERS	
12.....	595 \$1.85

BULLS	
No.	Ave. Price.
1.....	1,110 \$1.65
2.....	1,310 2.25

CALVES	
No.	Ave. Price.
3.....	130 \$3.75
1.....	190 3.00
1.....	300 2.00
1.....	150 2.25
1.....	160 4.00
5.....	220 3.00
5.....	174 3.25

HOGS	
No.	Ave. Price.
66.....	225 \$4.50
1.....	240 4.45
67.....	206 4.50
19.....	232 4.50
83.....	200 4.47 1/2
12.....	151 4.30
79.....	202 4.40
17.....	244 4.40
27.....	133 4.02 1/2
22.....	224 4.32 1/2
50.....	306 4.55

14.....	150	4.10	44.....	135	4.20
23.....	139	4.25			

PIGS	
No.	Ave. Price.
17.....	103 \$4.00
10.....	125 * 4.15
25.....	132 4.00
9.....	107 3.95

CATTLE	
Joe King, Henrietta	163
J. W. Smith, Itan	35
W. H. Lewis, Channing	25
C. F. W., Estelene	26
A. Crouston, Moore, Mo.	26
T. B. Evans, Big Springs	93
Coffin & Hudson, Big Springs	71
W. F. Hudson, Hico	31
W. M. E. Moran	30
J. T. Davis, San Angelo	81
W. & H., Cisco	30
W. Phelps, Valley View	31
W. D. House, Venus	29
L. J. McNutt, Grandview	4
J. J. Scott, Frost	25
O. Martin, Grandview	2
J. W. Davis, Grandview	4
R. E. Vermillion, Sunset	38
W. L. Cherry, Kernes	48
E. E. Baldrige, Burk	288
W. A. Newman, Childress	70
J. A. Simpson, Childress	70
E. E. Baldrige, Burk	135
— Edwards, Edwards Spur	28
C. S. Sheer, Henrietta	32
W. P. C. Howard	25
J. S. Hedler, Vernon	31
William Hobbs, Childress	68
J. W. Clark, Childress	61

HOGS	
W. H. Onstall, Goodnight	61
W. P. C., Harold	28
J. A. Montgomery, Memphis	80
T. P. Roberts, Iowa Park	167
J. S. Sentes, Omaha	100
Joyce & Smith, Mount Vernon	104
Taylor & J., Hennessey, Okla.	82
C. B. Howartson, Elk City, Okla.	91
L. H. Harrison, Marlin, I. T.	71
R. L. Brown, Lockhart	94
James Godwin, Whitesboro	157
Petree & Jones, Union City, Okla.	74
Ind. M. and E. Co., Custer City, Ok.	104
J. Hazel, Lindsay, Okla.	129

REPRESENTATIVE SALES

STEERS	
No.	Ave. Price.
1.....	620 \$1.55
28.....	884 3.25

COWS	
No.	Ave. Price.
5.....	790 \$1.85
1.....	930 2.50
1.....	810 1.05
10.....	828 1.80
29.....	579 1.30
1.....	1,060 3.00
4.....	485 1.50
1.....	810 1.40
1.....	770 1.75
1.....	690 1.00
2.....	880 2.25
1.....	720 2.15
18.....	643 2.05

BULLS	
No.	Ave. Price.
1.....	700 \$1.50
5.....	1,018 2.00

CALVES	
No.	Ave. Price.
76.....	173 \$4.50
20.....	368 2.75
2.....	265 1.50

HOGS	
No.	Ave. Price.
71.....	270 \$4.52 1/2
65.....	217 4.42 1/2
61.....	217 4.47 1/2
7.....	143 4.42 1/2
1.....	510 4.42 1/2
72.....	236 4.42 1/2
6.....	217 4.50
46.....	134 4.25
11.....	155 4.35
59.....	212 4.85
58.....	187 4.37 1/2

BULLS	
No.	Ave. Price.
16.....	1,510 \$2.59

CALVES	
No.	Ave. Price.
10.....	257 \$3.09
3.....	186 3.50

HOGS	
No.	Ave. Price.
82.....	215 \$4.45
10.....	212 4.40
5.....	292 4.40
3.....	216 4.40
20.....	135 4.10
29.....	146 4.42
92.....	168 4.30
30.....	210 4.35
11.....	154 4.35
15.....	138 4.10
6.....	333 4.45

PIGS	
No.	Ave. Price.
10.....	121 4.15
30.....	132 4.15
42.....	116 4.15

At the interstate commerce commission investigation in Chicago J. M. Hannaford, second vice president of the Northern Pacific, said that there had been a steady decrease in the cattle industry during the last seven or eight years, with the exception of 1903, when, for some unknown reason, the receipts of the Northern Pacific from that source were almost double the year previous. Successive severe winters several years ago were said to have caused the cattle raisers great loss, with a result that the industry has been giving way to sheep raising. Irrigation, too, was said to have made the lands in many localities too valuable to be used for grazing purposes.

DAMAGE SUITS A FACTOR
By Mr. Hannaford's testimony and by that of C. Hale, traffic manager for the Missouri, Kansas and Texas, an attempt was made to show that the cattle shippers had attempted to recover through the medium of suits for loss and damage the money which they believed the railroads were taking from them through excessive freight rates. Mr. Hannaford showed that when the cattle receipts of his road were \$960,000 the claims paid amounted to only \$3,600. In 1904 the receipts have been \$875,000 and the claims paid \$36,000. On the Missouri, Kansas and Texas the claims paid for loss and

Holiday Excursions

VIA

I. & G. N.

"THE TEXAS ROAD"

TO THE

Old States

To All Points in ARKANSAS, IOWA, KANSAS, MINNESOTA, MISSOURI, NEBRASKA; also to DENVER, COLORADO SPRINGS, PUEBLO, TRINIDAD, and intermediate points; to points in ILLINOIS, and to points in OLD MEXICO.

Ticket on sale Dec. 20, 21, 22 and 26; limit 30 days for return.

One Fare, Plus \$2, Round Trip

Convention Rates to all points in TEXAS and LOUISIANA Dec. 23, 24, 25, 26, 31, and January 1, 1905. Tickets limited January 4 for return.

SPECIAL THROUGH CARS AND QUICK SERVICE

For complete information as to routes, rates, through cars, etc., see agents or write

D. J. PRICE,
General Passenger and Ticket Agent, Palestine, Texas.

damage to cattle during 1903 was \$99,000 out of a total of \$202,000 paid for all claims against all freight handled.

ADMITS RATES ARE RAISED
Mr. Hale stated that average receipts from cattle shipments amounted to about 10 cents per 100 pounds, while the average for all freight was about 15 cents. On suits for damages alone the Missouri, Kansas and Texas paid over \$44,000 during 1903, as against \$6,000 in 1898. The witness admitted that for years the cattle rate from Texas points to Missouri river points varied between 28 and 31 cents, whereas it now is 36, but declared that owing to fiercer and ruinous competition the business had been done at a loss. The attorney for the Texas Cattle Raisers' Association tried to show that the increased damage claims was due to an actual increase in loss and damage on account of poorer service.

SAYS THE OLD RATE DID NOT PAY
"Yes; the rates during the past ten years have been advanced from 28 cents to 36.5 cents to the Missouri river, and are still too low," replied Mr. Hale. "It is my theory that the live stock shippers of late years have been getting more in damage claims than the advance in rates. Last year 49 per cent of our damage claims were on live stock shipments and for injuries to persons accompanying such shipments."

"Don't you believe that a basis of rates which you voluntarily maintained for several years was a reasonable basis?" asked Attorney Cowan.
"Because rates for several years were unprofitable is no reason why they should not be advanced," retorted Mr. Hale. "We are not only running a railroad, but an insurance company, as it were, for we are held responsible for all animals that are injured or die in transit. The element of risk should be considered in establishing a basis of rates."

JOHNSON AND HIS OLD TRUSTY
We are confident that our readers all heartily join us in welcoming Incubator Johnson back to our advertising columns for another year. It did not take Johnson long to make his Old Trusty Incubator famous. Our readers will remember that Old Trusty was his new machine that he brought out last year. But Johnson was already well known to poultry raisers in all parts of the country. To many of them personally, to others by his many common sense, helpful articles contributed from time to time to the poultry press. His Old Trusty at this time is almost as well known. This can be attributed to two causes. First Johnson's typical western push which makes a success of anything he undertakes. And secondly, the machine itself, Johnson's greatest, the result of his many years' experience with poultry and incubator making. The people have been familiarly calling Johnson "the incubator man" for many years. This while he was engaged in building the 50,000 incubators he sold before he perfected his Old Trusty. He is connected with no other incubator or incubator concern now, and no one else has any connection with the Old Trusty or its manufacture. Johnson is standing entirely alone, working hard to make the greatest success of his life of what he

considers to be by far his greatest machine. It is worth while for poultry raisers to become acquainted with "the incubator man." It is good to know the plan of his machine and to be familiar with his practical suggestions about the poultry business. His new machines go out on forty days' free trial and with Johnson's guarantee for five years. We advise our readers to get Johnson's catalogue written by his own hands, in his own peculiar style, with all the enthusiasm of a man who has made a success of poultry raising—a rather remarkable book and full of common sense. Of course Johnson sends it free. You can write him about any of your poultry troubles and get a personal reply. Look up his advertisement and proceed to get acquainted on the introduction of the publisher.

IN DEAF SMIT HCOUNTY
Hereford Brand.
An excellent snow fell in this portion of the Panhandle on Saturday night and Sunday which will very greatly benefit the wheat crop. It is estimated that the fall amounted to between three and four inches. It was not very cold during the storm, hence no damage was done to cattle. It was becoming somewhat dry and this snow came just in time to give a renewed growth to wheat, and those who sowed this crop are rejoicing over the prospects.
The following cattle were shipped from this place to Kansas City Saturday: C. V. Taylor, 1 car mixed cattle and 1 car sheep; R. C. Phinsteel, 1 car of calves and 2 cars of cows; G. R. Jowell, 2 cars cows; L. R. Brady, 1 car cows; Murchison & Thompson, 1 car mixed; J. H. Boydston, 2 cars cows; Roberson & Higgins, 2 cars steers.
On the above date, T. L. Crews shipped three cars cows to St. Jo, Mo.
On Tuesday of this week, Roberson & Higgins sold to Guinn of Kansas 90 3-year-old steers on private terms.

Childress Index.
This section was visited by a snow-storm Sunday night and Monday morning. The snow here was about three inches deep on a level. It went off slowly and will do a great deal of good and no damage.
D. D. Swearingen of Quanah was in Childress last Saturday. He informs the Index that having hold their headquarter ranch, they would, at once, build new headquarters on Turkey Creek, near Owl Springs, in Cottle county. The headquarters will be on the Childress and Paducah road, about twenty miles from Childress.

N. G. Lane, manager of the "F." ranch in Hardeman and Cottle counties, moved his family from Childress to the ranch last Saturday. Mr. Fleming, owner of the ranch, has purchased 30,000 acres more of the "OX" lands, including the old headquarters, where Mr. Lane will live.

NO MORE GAMBLING FOR TUCSON, ARIZONA

EL PASO, Texas, Dec. 13.—Tucson, Ariz., has elected L. H. Manning as mayor on an announced policy to close all public gambling, giving him a big majority. This will be the first time in the history of the town that the gambling houses have been closed in that city.

What Have You to Sell or Trade

???

Advertise it in the Classified Column if you want to reach a Buyer.

The Stockman-Journal is the oldest and most widely read live stock paper in the Southwest, and its circulation represents thousands of readers throughout the entire country.

HEREFORDS

A. B. JONES, Big Springs, Texas, choice registered Herefords, cheap. Pure barred Plymouth Rock eggs, \$1.50 for 15.

V. WISS

Breeder of pure-bred Hereford cattle. (Ranch in Goliad county, Texas). Both sexes for sale. Address Drawer #17, Beaumont, Texas.

REGISTERED HEREFORD BULLS.

One, two and three-year-olds, immuned, natives, good. GEO. W. P. COATES, Abilene, Texas.

PURE BRED Hereford cattle, Shropshire sheep. Nice lot of bulls and heifers for sale. Yearling Shropshire bucks and ewes and this spring's lambs for sale. Prices right. Come and see, or write your wants. B. C. Rhome, Fort Worth, Tex.

SUNNY SIDE HEREFORDS—

Patrolman 3d, 133914. Lord Wilton, Grove 3d, Garfield, Anxiety, Sir Richard 2d, and Success Strains, both sexes for sale. W. S. Ikard, Mgr., Henrietta, Texas.

JOHN R. LEWIS, Sweetwater, Texas. Hereford cattle for sale. Choice young registered bulls and high grades of both sexes on hand at all times. Ranch south of quarantine line and stock can go safely to any part of the state.

FOR SALE

CRESCENT HERD—REGISTERED Shorthorn cattle, young stock; both sexes for sale, highest grades. Chas. Maloney, Haslett, Tex.

FOR SALE

Eleven section ranch, with cattle, near San Angelo, Texas. Plenty of grass, protection and water. Address BOEHRNS & LINDERMAN, Christoval, Texas.

NOTICE—We have for sale at a bargain, seventy full blood Hereford heifer yearlings; also 300 of the same breed of heifer and bull calves; will sell in lots to suit purchasers. Address, Elkins & Henly, Snyder, Texas.

JULE GUNTER, Gainesville, Texas.

I have 300 strictly pure bred registered bulls for sale. Write me your wants.

SHORTHORNS

THE J. W. BURGESS COMPANY

Breeders of thoroughbred Shorthorn and double standard Polled Durham cattle. Young stock of both classes for sale. W. W. and J. I. BURGESS, managers, Fort Worth, Texas.

WM. & W. W. HUDSON, Gainesville, Texas. Exclusive breeders of registered Shorthorn cattle.

V. O. HILDRETH

Breeder of registered Shorthorn cattle. A number of good young bulls for sale. P. O., Aledo, Tex.

FOR SALE—At Half Circle S ranch, Crosby county, Texas, about a car load of good old saddle horses, fat. Purchaser must agree to ship them out of state. A. W. Hudson, Emma, Texas.

ROYALLY BRED POLAND-CHINAS

All ages. Descendants of my \$1,515 sow Anderson's Model. Null's Top Chief Radium and Missouri's Duke head my herd; nothing better in the herd books. Twenty-five years a breeder. I can please you; write. George W. Null, Odessa, Mo.

IRON ORE HERD—Registered Red Poll cattle, both sexes for sale. Breeder, W. C. Aldredge, route No. 4, Pittsburg, Tex.

PURE RIBBON CANE SYRUP Sold direct to the consumer, made in Wharton county and the purest and best syrup you can buy. Price is very low in barrel lots. Write for further particulars. Embry Brothers, Lago, Wharton county, Texas.

Yearling Steers

140 HEAD well bred, good colors, all dehorned, in Jack county. Write for prices to W. P. Stewart, Jacksboro, Texas.

GOATS

GOATS BOUGHT AND SOLD by H. T. Fuchs, Marble Falls, Texas.

MISCELLANEOUS

TUCKERS' OIL

No danger from castrating or dehorning stock. This oil will heal rapidly any serious wound or sore on man or beast. When nothing else will, try it. Price, 50c for pint, \$3 per gallon.

THE W. L. TUCKER "SIMPLE REMEDY" COMPANY, Waco, Texas.

ANGORA CATS—Thoroughbred English Bull Terriers, White Bull French poodles. Woodlawn Kennels, Louisville, Kentucky.

FOK LEASE

Typesetting machine. We have in our possession a Simplex typesetting machine formerly used on the West Texas Stockman at Colorado, Texas, for which we have no use. This machine is complete with all necessary type, leads, etc., and is in the very best condition. It is the very thing for an up-to-date country office. It can be obtained on very favorable terms. Stockman Publishing Company, Fort Worth, Texas.

THE BOAZ GRAIN & FEED CO. HAS GRAIN AND RICE BRAN; COTTON FEED PRODUCTS. FORT WORTH, TEXAS.

DURHAM PARK STOCK FARM—Shorthorns, English Berkshires, Angora Goats, White Wyandottes, high-class, pure-bred stock in each department. DAVID HARRELL, Liberty Hill, Texas.

CAMP CLARK RED POLLED

Cattle. J. H. JENNINGS, Prop., Martindale, Texas.

W. D. & G. H. CRAIG

GRAHAM, TEXAS, On Rock Island Railroad.

Breeders of immune registered Shorthorns and double standard polled Durhams. Young bulls and heifers of both breeds for sale at all times. Satisfaction guaranteed. Correspondence solicited.

POULTRY

MAMMOTH Bronze Turkeys and pure bred barred Plymouth Rock chickens, fine lot of cockerels and pullets for sale. Mrs. W. S. Ikard, Henrietta, Texas.



HOLIDAY EXCURSIONS

TO POINTS IN THE

SOUTHEAST

Also to the North, including ST. LOUIS, KANSAS CITY AND CHICAGO

At Rate of

ONE FARE

Plus \$2.00 for the round trip. Limit for return 30 days. Tickets on sale

DECEMBER 20, 21, 22, 26

Through Cars to Memphis, St. Louis and Kansas City.

For further information write to

W. A. TULEY, G. P. A., Fort Worth, Texas.

Proven Trees and Fruits. Redded, grafted and seedling trees, \$1 and \$3 and up. THE G. M. BACON PECAN CO., Inc., Dewit, Ga.

DOG AND WOLF HOUND

Of the best English strains American 40 years' experience breeding these fine hounds my own sport; I now offer them for sale. Send stamp for Catalog. J. E. HUDSPETH, Mer. Jackson Co., Mo.

REAL ESTATE

REAL ESTATE—Large stocks of goods and city property for wild lands and farms. List your trading property of all descriptions, we do the rest. Parish & Cook, Trade Specialists 501 1/2 Main St., Fort Worth, Texas, Dept. A.

WORMS IN SHEEP AND GOATS

A sure and quick cure. Samples free. G. B. Bothwell, Breckenridge, Mo.

West, Texas, Sept. 19, 1904. Mr. G. B. Bothwell, Breckenridge, Mo.

Dear Sir—Please send me another package of Vermifuge. It is the best remedy I have ever tried for sheep or goats.

W. J. DUFFEL, Pres. Sheep and Goat Breeders' Association of Texas.

J. O. RHOME

Saginaw, Texas, breeder of Hereford cattle and Shropshire sheep. A choice lot of bulls, bucks and young stock now on hand. Correspondence solicited.

FREE! FREE!

Send Today for my COMPLETE

LIST of SHEET MUSIC. The

Gondolier, Soko, Anona, Navajo,

Uncle Sammy—the prize winner

at St. Louis World's Fair. Above

music 25c each, 5 for \$1.00, sent

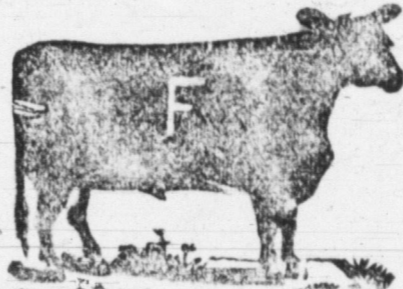
postpaid. All music same price.

G. E. CROMER, Ft. Worth, Tex.

STOCK BRANDS

J. M. & W. L. FOSTER.

Postoffice, Shreveport, La. Ranch in Howard and Mitchell counties, Texas.



Our brands are F, Fo, or Fos on right side or double pothook on left side.

Calves For Sale

From 1000 to 1500 high grade Hereford and Shorthorn calves. Bred and located above quarantine line. For prices address

BERT SIMPSON, MONAHANS, TEX.

RED POLLED

RED POLLED CATTLE—Berkshire Hogs and Angora Goats. Breeder W. R. Clifton, Waco, Texas.

RED POLLS—Four cars, two of each sex, for fall delivery. Address, J. C. Murray, Maquoketa, Iowa.

SAN MARCOS VALLEY HERD

Red Polled cattle, some bulls and heifers for sale. Breeders, J. L. Jennings & Bro., Martindale, Texas.

EXCELSIOR HERD,

Red Polled cattle of both sexes for sale. M. J. EWALT, Hale Center, Hale county, Texas.

SEND US YOUR NAME

If you propose visiting your "Old Home" for the Holidays, send us your name and address (together with that of any of your friends who are contemplating a similar journey), tell us where you wish to go, and let us write you, giving the rate, hour of departure, arrival and other information regarding your journey.

COTTON BELT ROUTE has made the extremely low rate of one fare plus \$2 for the round trip to points in the "Old States," also to St. Louis, Memphis, in fact to almost any place you wish to go.

Our trains are composed of the very best equipment; new, of the latest model wide vestibuled throughout, and run through to Memphis and St. Louis without change. Our schedules are rapid and convenient and are so arranged that close connections with other lines are made at all important junction points.

Those who have traveled our way will tell you the excellence of our service is unsurpassed, and that our employees are noted for their uniform courtesy and attention to travelers.

All trains arriving at Memphis and St. Louis are met by representatives of the Passenger Department, whose sole duty it is to help our patrons in transferring to other lines, look after their baggage and render them any other assistance possible.

It takes but a line from you to secure detailed information about your trip—everything you want to know—and if your ticket reads COTTON BELT you can depend on a quick, comfortable and thoroughly satisfactory journey. Address

GUS HOOVER, T. P. A., Waco, Texas.
D. M. MORGAN, T. P. A., Fort Worth, Texas.
J. F. LEHANT, G. P. A., Tyler, Texas.

We have been calling the attention of our readers from time to time to the favorite opportunity now presented for grading up their herds or for establishing small herds of registered cattle. The breeders had their innings three or four years ago; the farmers have their inning now. Improved cattle are selling now quite as cheaply as they can be grown—in many cases cheaper—and now is certainly the time for the farmer who has the taste for improved stock and who is out of debt, or whose debts are so small that they do not bother him, to begin in serious earnest the improvement of live stock on his farm.

It is not necessary to say once more that the quality of our live stock is not as good as it was ten or fifteen years ago. There was then thousands of high grade herds quite as good from the individual standpoint as many of the improved herds today. For all practical purposes they were pure bred cattle. It would be worth a great deal to the west to have these herds back again. They cannot be brought back, however, exactly in the same way as they were before. They must be a little different kind of cattle and if possible better cattle than we had in the days of cheap land and cheap grass.

There is a special opportunity for the improvement of the milking breeds. In those earlier days the creamery was not established. Nearly every man who engaged in it lost money. There was no known measure of the value of milk. Everything was guesswork. That is all changed now. You can determine the value of the products of the cow quite as accurately as you can the value of the products of an acre of grain. It is, therefore, a good time to establish a herd of dual purpose cattle of any of the milking breeds.

How to do it? Look carefully over the advertisements of the public sales that are to come off this fall and next spring. Make a study of the milking form, for the milking form is similar in all breeds. Select some one breed and then buy good milkers of that breed, using your best judgment. Study how to feed and to feed a balanced ration. If this policy were followed out we should have a class of steers growing on farms where men patronize creameries that, while not the very best, as compared with the beef breeds, would yet come so near the top of the market that a man would go home abundantly satisfied.

There are farmers who think they can keep a cow a year for the chance of a calf. It goes without saying that where this is possible at all it is only when the calf is a very good one—the best that can be had. This can be secured only by the use of first-class bulls and the best cows that are available. You can buy them cheaper now than you could at any time within the last four years and now is the time to buy them. Looked at, therefore, from what ever standpoint, now is the time to lay in a stock of good blood, and then follow it up with feed adapted to the development of the blood. You will be a sure winner.—Wallace Farmer.

LAND AS GOOD AS YOURS

For Sale at \$4 to \$8 Per Acre on Easy Terms

The well known lands of the Loving Cattle Company are being subdivided and sold out. Fuel near by and plentiful; good water near the surface; Graham, a fine market close by, for what you raise. Let me tell you about it.

PHIL. A. AUER, G. P. A., Rock Island Ry., Fort Worth, Texas.



Runs 40 Cars

DAILY BETWEEN

Fort Worth & Dallas

Cars leave each end of the line every hour and on the hour from 6 a. m. to 11 p. m.

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TO REORGANIZE LIVESTOCK MEN

President of National Association Discusses Plan of Unit-
ing Varied Interests

CHICAGO, Dec. 9.—Frank J. Hagenbarth of Spencer, Idaho, the new president of the National Live Stock Association and one of the presidential electors of Idaho, left for the west last night. He said:

"We are living in an age of arbitration and co-operation. Reservation of energy and community of interests is the watchword. Friction interests are now planning an organization along these modern lines. The new plan contemplates an alignment and grouping of each and every live stock interest along these scientific latter day lines. We propose to adopt the 'flying wedge' tactics of the football players and the impact will be irresistible when we are organized as proposed.

"The object of the proposed organization is to provide a medium through which the various branches of the live stock industry may meet and confer for the purpose of securing a better understanding of the peculiar conditions affecting each, to prevent misunderstandings; to secure concerted action where action is found to be for the benefit of the whole industry; to encourage better organization within the various branches and more harmony between the branches; to bring before congress and the governmental departments the requirements and needs of the live stock industry and to afford a clearing house aid and establish a community of interests for the industry. For the purpose of organization, each branch or interest connected with the live stock industry will be regarded as an entity or unit and will form the basis of the organization.

"Each branch will organize a committee to be known as the general committee of that branch. Such general committees will represent the interests of the branch creating it and will elect one of its members to represent it in a central committee, which will be the whole executive authority of the association.

"While the committee (general) may have power of an executive body within the branch it represents, it shall act, only in advisory cases, in the national association, except to appoint a member of the central committee.

"The general committee may consist of any number of members that those engaged in the branch of the industry creating it may determine. It will also have full authority over its member of the central committee and may withdraw him at any time and substitute another in his place.

TO ABANDON CONVENTIONS

"In place of the old system," continued Mr. Hagenbarth, "the annual delegate conventions are abandoned and there will be held annual meetings composed of all the general committees in joint session.

"The government," said Mr. Hagenbarth, "has devoted proportionately very little of its energies to the development of the live stock interests per se. It is our desire that fat stock and pure-bred cattle shows be held in sections of this big land of ours where conditions and climate differ.

"Again the cattleman and the sheepman and those who furnish them credit are reduced to the condition of gamblers.

"Who knows today whether we are operating on a shortage or surplus of cattle? Nearly half the stuff going to slaughter is young sho stock. Such treatment will soon cure the most radical case of surplus. I don't believe there is a man in the United States today who can furnish a safe estimate as to the number of cattle on hand.


"To correct this evil we propose to ask for an annual census of live stock and farm products. This work will go to the department of commerce and labor."

In reply to the query as to what encouragement he had met in carrying out his plans and engaging the heavy interests involved in their expectations, President Hagenbarth replied:

"I have just finished making the rounds and am pleased to say I find the large interests the easiest to interest in this work upon the high plane proposed. J. A. Spoor, president of the Union Stock Yards and Transit Company of Chicago, is very friendly to the new move and so is Colonel Morse of Kansas City and the other stock yards companies are in line.

"The live stock interests here and in Denver, St. Joseph, St. Louis, Kansas City and Omaha will join in the work. Among the packers the Morris, Swift and Armour interests are most interested. The plan will now have assurance of co-operation of railroads as well. Among the lines which will take part in bringing about the new order of things will be the Harriman and Gould interests, the Chicago, Milwaukee and St. Paul, the Santa Fe, the Northwestern and the Rock Island, and we feel confident that the other live stock lines will fall in when the matter is presented to them."

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"MORE HOGS" THE DEMAND

"More Hogs," was the gist of the need at the local packing plant found by Charles W. Armour.

Following his visit to the plant he was questioned as to the report that Nelson Morris & Company might establish a branch here and declared that he could not see the field for another house until the receipt of hogs had increased materially. In regard to the Armour plant, he declared they could use twice the number of hogs now available. The erection here of a canning plant, as reported, was confirmed by him.

Friday afternoon Mr. Armour was entertained at the Country Club. He left Friday night for San Antonio.

CATTLEMEN'S COMMITTEE NAMED

Will Represent State Associations at Coming Meeting in Denver

The committee to represent the Texas Cattle Raisers' Association at the annual meeting of the National Live Stock Association to be held in Denver, beginning January 10, is composed of President W. W. Turney of El Paso, John T. Lytle, Sam

H. Cowan of Fort Worth, M. C. Campbell of Wichita and Richard Walsh of Paloduro.

The same men will act as committee from the Texas Cattle Raisers' Association at the meeting of the Interstate Cattle Growers' Association, which will be held on the above date.

Some months ago Charles F. Martin, secretary of the National Live Stock Association, died. His successor will be elected at the Denver meeting and it is learned here will either be James Leary of Salt Lake City or Fred P. Johnson of Denver.

C. W. ARMOUR HERE

Will Return to Kansas City After Inspection of Plant

Charles W. Armour of Armour & Co., who is in the city today, making an inspection of the local packing plant of the company predicts better prices and conditions for next year.

In conversation he said: "This has been a bad year for Texas as well as other cattle, but my judgment is that the year 1905 will bring better prices and conditions for the cattlemen."

After the inspection of the plant today he will return tonight to Kansas City.



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W. G. CRUSH, Dallas, Texas.