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THE ENGLISH ELECTIONS.

Liberals Will Continue to Direct Policy of British Empire.

The Liberals will continue to direct the policy of the British empire. The lead is cut down some in the present appeal to the voters. The last time the Liberals had 354 over the Unionists, counting 83 Irish Nationalists and 55 Laborites. Now this supremacy has been reduced to 124, including 82 Irish Nationalists and 26 Laborites.

The result is disappointing to the party of progress. It was expected that the Liberals would elect at least 50 members more than they have and that they would carry all the measures they advocated through Parliament without the aid of any other party. As it is now the vote is so close between them and the Unionists that they must count upon the Irish Nationalists or the Laborites to get certain of their bills through. The rightful abridgment of the power of the House of Lords can only be done by an alliance with the two lesser parties. That will come, as the Home Rulers and the Laborites are in full accord with the proposal. The policy of protection gets a setback because the textile centers voted overwhelmingly against it.

The granting of home rule is quite unlikely, much as it was hoped that this might come to pass. Premier Asquith promised Ireland the prize it has been valorously contending for, but even he will hardly be able to gain it, for the landlord strength among his party is sufficient, by joining hands with the Unionists, to prevent its consummation. The failure to achieve this after the premier's pledge is most regrettable.

The system of labor exchanges will be established now that the Liberals have been continued in office. There will be 250 of these authorized, which will bring labor and capital into closer touch by providing work for idle men in a clearing house in which the employer is as anxious for help as the honest seeker for work is after employment.

BIG PACKING HOUSE FAILS.

Mexican National Company Is Sent to Receiver by Bank's Spooking.

The Mexican National Packing Company, a New Jersey corporation controlled by English investors and operating a string of slaughter-houses and packing-houses in the Republic of Mexico, under concessions from the Mexican government, failed the other day with liabilities, including stock, of approximately \$37,000,000.

The assets were not announced, but it is estimated that they are in excess of the liabilities. The company will continue to operate its plants as usual. Henry De Kay was appointed receiver by Judge Laning in the United States Circuit Court in New Jersey.

The appointment of a receiver was not brought about by any condition in the live stock market, but by the tying up of part of the company's funds in the United States Banking Company in Mexico City, which suspended recently.

UNIONS HARD HIT BY COURT.

Verdict for \$222,000 Against Hat-makers Sequel to Boycott.

The United Hatters of North America, which eight years ago declared a boycott against hats manufactured by D. E. Loewe & Co. of Danbury, Conn., following strike troubles, was hard hit the other day by action in the United States Circuit Court at Hartford.

Loewe brought suit against Martin Lowler and about 200 other defendants, members of the union, for damages because of the boycott. Judge J. P. Platt instructed the jury to return a verdict for the plaintiff, leaving to the jurors the fixing of the amount of damages. The jury gave Loewe \$74,000.

As the Sherman anti-trust act, under which the action was brought, allows triple damages, Judge Platt multiplied the \$74,000 by three, making the amount for which the defendants are liable \$222,000.

WARRINER NOT BELIEVED.

Disagreement in Ford Trial Shows Eight Jurors Voted for Acquittal.

After twenty-four hours' deliberation the jury in the case of Mrs. Jeannette Stewart Ford, charged with blackmailing Charles L. Warriner, defaulting treasurer of the Big Four Railroad, was discharged in Cincinnati. Judge Swing stated after he dismissed the jury that he had been informed that on the last ballot eight jurors had stood for acquittal and four for conviction. The unexpected end to the case was explained by two of the jurymen as due to the fact that a majority of their colleagues refused to give any credit to the testimony of Warriner. They asserted that a man who had confessed embezzling for twenty-five years would not hesitate to perjure himself against a woman whom he believed to have been the cause of his exposure.

Merchant Prince Ends Life.

Blood dripping through the ceiling led to the discovery of the suicide of Henry H. Schwabacher, 65 years old, president of the wholesale grocery firm of J. and M. Schwabacher, Ltd., at his store in New Orleans. Mr. Schwabacher, who was a millionaire, had suffered from stomach ailments for some time.

Fire Runs Out College Girls.

Twenty-five Smith College girl students were forced to flee from their dormitory, Clarke House, in Northampton, Mass., by fire. The girls escaped injury, but most of them lost their personal effects. The flames destroyed the rear of the dormitory.

Kills Family of Five.

William Ruckelshaus, a farmer living four miles from Parker's Prairie, Minn., shot and killed his wife and four children and then shot himself. He is in a serious condition.



SOMEBODY SAYS WE CAN LIVE ON 20 CENTS A DAY.

DIE IN MEXICAN MINE.

Explosion in Coal Shaft Is Third Disaster in Three Days.

One hundred are dead in the Paula mine in Mexico across from Eagle Pass, Texas, in the state of Coahuila, as a result of the carelessness of a Mexican in lighting a cigarette. Sixty-eight bodies have been taken from the shaft. The others are buried further in. There is no hope that any will be found alive. Not a single man in the mine escaped alive. One man was brought to the surface in a conscious condition, but died shortly thereafter.

He told of the circumstances of the explosion. Smoking in the mine is prohibited. It seems as if a new miner, not understanding the danger, smuggled tobacco and matches into the shaft when he went to work, and the miners had been at work nearly an hour when he struck a match to light a cigarette. Immediately the explosion followed, burying alive the 100 men.

Frantic efforts were made by the mine superintendent to rescue the men, but the shaft was so filled that it took hours of work to reach the chamber where the men were confined. The explosion must have been terrific, as the entire interior of the mine was badly wrecked.

Some of the bodies of the men were horribly mangled. Those who escaped death from the effects of the explosion were suffocated, all air chambers being stopped up by the falling walls. The Paula mine is one of the Musquiz group belonging to the Coahuila Coal Company, an American concern. It was the best equipped coal mine in Mexico and had all the modern provisions for the safety of the miners. The loss to the property will be more than \$500,000.

POLITICS and POLITICIANS

Congressman Dawson, of the Second Iowa District, has decided to be a candidate for re-election.

With the installation of the new regime in governmental affairs in New York City, for the first time in six years the chief offices of the municipality are not filled by men allied with the Tammany Hall organization.

The joint committee of Congress, composed of six Senators and six Representatives, created to investigate the official act of Messrs. Ballinger and Pinchet, began its sessions. Lewis K. Glavis, special agent, was the first witness to be examined. His testimony raised a question of professional ethics on the part of Ballinger rather than of official misconduct, the point being that Ballinger, before becoming land commissioner, had drawn up an agreement designed to convey the rights of dummy entrants on certain public lands in Washington to the Wilson Coal Company. At this point Glavis was asked by one member of the committee to state what he intended to prove in his testimony. Thereupon Lewis G. Brandies of Boston, appearing as counsel for Glavis, said that his client was averse to formulating a specific charge and felt that this should be left to the committee after hearing the testimony. He promised that the investigation would bring out more than was contained in the charges filed by Glavis with the President.

Not satisfied with what he has already written about the anti-trust law and its efficiency and the desirability of having the federal control over railroads extended, President Taft is having a water-power bill framed that goes far ahead of anything that Roosevelt conservationists ever proposed.

A resolution proposing that the House shall elect five additional members to the Committee on Rules, four to be Republicans and one a Democrat, and that hereafter the speaker shall not be a member of that committee, which shall elect its own chairman, was introduced by Representative Fowler of New Jersey.

ENFORCES SUICIDE AGREEMENT.

Letter Carrier Shoots Spouse and Her Father and Then Kills Himself.

Six years ago, when they were married, Sandle Morrison, an Omaha letter carrier, and Miss Hattie Sumner entered into a suicide agreement. Frequently since then Mr. and Mrs. Morrison have talked of suicide and agreed that one could not live without the other. Last Saturday, when Morrison came home from his work, he remarked: "Hattie, I have decided that we are to go." The wife begged for delay. He attacked her with a knife, wounding her on the neck. Escaping, she ran away and sought safety with her parents. A few days later Morrison held a conference with his wife and her father, J. H. Sumner. He appeared rational. She plainly told him that she had changed her mind. Morrison then urged his wife and her father to accompany him to the office of a justice, where, he said, he wanted to deed over his property. As the three reached the street he pulled a revolver and shot his wife in the back of the head and Sumner in the right eye. As the two fell to the sidewalk he turned the gun upon himself and sent a bullet in his forehead, dying instantly. Mrs. Morrison may recover, but Sumner will die.

EXPRESS COMPANY MERGER ON?

American Reported Purchaser of Big Block of Wells-Fargo.

It was said in authoritative circles in New York that the American Express Company had purchased the Southern Pacific Railroad Company's holding of stock in Wells, Fargo & Co., which is taken to indicate that a merger of the two companies is under way. The Southern Pacific's decision to sell the stock is in line with the policy of the new management of the road to avoid stock market manipulation and confine itself strictly to railroad management. James C. Fargo, President of the American Express Company, and Judge Robert S. Lovett, president of the Southern Pacific, declined to talk about the reported purchase.

DERRICK DROPS; TWO DEAD.

Second Fatal Accident in Building Makes Death List Five.

Two men were killed and two will die as the result of a second accident at the Fredberg Building in Cincinnati. John Zech, an employee of the Bishop Wrecking Company, was killed instantly, and Charles Fox was so badly hurt that he died when a gigantic derrick upon which they were working collapsed. This makes five lives which have been lost in the one location within a fortnight. Two weeks before the east wall collapsed and buried an adjoining house beneath it. In this accident three were killed and one other is fatally injured.

SEVEN KILLED IN CAR.

Motorman Runs Too Close to Dynamite Charge.

Headless of the warning of a foreman in charge of excavating operations along the line of the private motor road from Kelvin to the Ray Copper mines in Arizona, the motorman of a gasoline car ran in close to a sputtering fuse of a heavy charge of dynamite, and the car and its seven occupants were blown to atoms.

Schooner and Ten Men Lost.

The three-masted schooner Frances, Captain Coombs, from New York to Jacksonville, Fla., was lost on the treacherous Hatteras coast and her entire crew of ten men are supposed to have perished in the raging sea that tore the stranded vessel to pieces.

Fatal Wreck in Illinois.

One man was killed, three were possibly fatally injured, and an engine and fifteen freight cars were demolished in a wreck on the Elgin, Joliet and Eastern Railway at Gilmer, Ill.

REPORT SHOWS PRICE JUMP.

Climb Since 1899 Indicated by Government Experts.

That there has been a general increase in wholesale and retail prices of food between the years 1899 and 1908 is indicated by a report sent to the Senate by the Department of Commerce and Labor in response to a resolution introduced by Senator Crawford of South Dakota calling for the trend of prices. For purposes of comparison the prices in 1899 are used as normal, and the percentages of increases were about as follows:

- Bread—Wholesale, 25.1; retail, 4.9.
- Butter—Wholesale, Elgin, 20.8; creamery, extra, 27.5; dairy, 24.5; retail, 30.0, no quality indicated.
- Cheese—Wholesale, 26.9; retail, 20.3.
- Coffee—Wholesale, 2.9; retail, 8.
- Eggs—New laid, wholesale, 39.3; retail, 26.2.
- Wheat flour—Wholesale, spring, 43.6; winter, 28.8; retail, 24.4, no quality indicated.
- Lard—Wholesale, 63.3; retail, 38.2.
- Beef—Wholesale, fresh, 11.8; salt, 41.9; retail, fresh, 14.9; salt, 10.6.
- Breaded mutton—Wholesale, 31.4; retail, 26.8.
- Bacon—Wholesale, 54.5; retail, 52.9.
- Horn—Wholesale, 21.9; retail, 31.8.
- Milk—Wholesale, 30; retail, 18.1.
- Potatoes—Wholesale, 70.5; retail, 25.5.

The report shows that prices on sugar, tea, spices and soda crackers have been slightly reduced.

LAKE DOMESTIC COMMERCE.

Tonnage in 1909 About 2,500,000 Below That of 1907.

Domestic commerce on the great lakes during the calendar year of 1909 aggregated \$0,874,805 tons of freight. This tonnage, while about one-third larger than for the year before, is about two and one-half millions below the tonnage for 1907, the largest total in the history of the lake trade, according to a report by the Department of Commerce and Labor. Of the total, 44,087,071 net tons are credited to ports of Lake Superior, 14,120,029 to ports of Lake Michigan, 1,510,879 net tons to Lake Huron ports, 18,699,221 tons to Lake Erie ports, and 555,943 tons to Lake Ontario ports. In the case of Lake Superior and Lake Michigan the bulk of the shipments were iron ore and grain.

TRADE AND INDUSTRY.

The 1,200 miners employed at No. 3 colliery of the Lehigh and Wilkesbarre Coal Company went on a strike to enforce a demand for a checking boss.

More pay, shorter working hours and better working conditions are the demands which Ohio miners offer for the approval of the United Mine Workers.

Wisconsin railroads recently issued the order that coal should have the preference of all shipments until the present shortage and urgent need for coal was supplied.

Three head of Holstein cattle were recently sold by the College of Agriculture, University of Wisconsin, to G. L. Saito, of Tokyo, Japan, who will ship them to his dairy farm in the vicinity of Tokyo.

A corporation in New York capitalized at \$300,000,000, to control everything pertaining to the manufacture of women's wearing apparel, is under consideration by the Associated Waist and Dress Manufacturers.

Control of the Fifth Avenue motor bus line and the New York Transportation Company of New York, which operates between 500 and 600 taxicabs, has been acquired by the Interborough Transit Company and the Metropolitan and Securities Companies.

Statistics prepared in the secretary's office of the board of trade indicate in Duluth, Minn., that the total shipments of grain from that port last year were 78,412,404 bushels, of which 71,941,360 bushels were consigned to American ports and 6,472,000 bushels to foreign ports.

"We must increase production per acre by more intelligent methods or we must face the relentless certain day when we shall not produce enough food to supply our own necessities," said President Brown, of the New York Central Railroad, in a recent address. This is a reiteration of the statement made by James J. Hill not long ago.

CHERRY WORK SLOW; MEN ARE BURROWING

Explorers in Mine Have Penetrated Only 400 Feet of Many Miles Underground.

KICKING MULES TAKE LIE.

Bodies of Animals Which Hurt Those Trying to Escape Found—New Timbers Placed Under Roof.

After three days of incessant labor only 400 feet of the many miles of subterranean passages of the St. Paul mine in Cherry, Ill., were open, and it was problematical when the 167 bodies could be brought to the surface. Every effort was being made to clear a runway from the main shaft to the air pit. Inspection of the cleared portion of the second level showed that from the bottom of the main shaft 350 feet underground, westward for 250 feet, the main road is in good condition. Some of the heavy timbers near the shaft are charred, but they are solid and intact. The main passage to the east is walled up. Behind this wall is a smoldering fire. Back of the fire lie about 100 dead.

About 250 feet west of the shaft the bottom level ends in a blind alley, in which lie the bodies of two mules, covered with disinfectants. These mules kicked viciously at several miners through the smoky passageways after the fire started. One miner was kicked into unconsciousness and could not escape, while his companion was injured so severely that he is still under the care of a surgeon.

Near the end of the main road a tortuous runway branches off to the south, ending in a blind alley. The top timbers in this passage are broken, letting shale rock through. Some of the fractured scantlings appear half-rotten. There was no fire in this tunnel.

As fast as men clear the runway new timbers are placed under the crumbling roof, making the ceiling so low that a man cannot stand erect. Rocks as large as a steamer trunk were piled as high as the roof. So narrow was the work that only two worked at a time.

WIRELESS APPEAL SAVES CREW.

Operator on Sinking Steamer Kentucky Off Hatteras Brings Aid.

Thanks to wireless telegraphy and the international distress signal, "S. O. S.," which has superseded the famous "C. Q. D.," Capt. Moore and his crew of forty-six men are safe on board the Mallory line steamer Alamo, bound for Key West, while their vessel, the steamer Kentucky, lies at the bottom of the sea off Cape Hatteras. The Kentucky, a wooden vessel of 996 gross tonnage and 293 feet long, was bound from New York to the Pacific to carry passengers between Tacoma and Alaskan ports for the Alaska Pacific Steamship Company.

First news of the Kentucky's distress was received at the wireless station at Cape Hatteras at 11:30 a. m. There the operator heard the "S. O. S.," quickly followed by this message: "We are sinking. Our latitude is 22.10, longitude 76.30." Almost simultaneously the operator heard the steamer Alamo respond to the Kentucky's call for help, informing Capt. Moore that the Alamo was making all speed to the sinking vessel's assistance.

The Navy Department at Washington in the meantime flashed wireless messages along the Atlantic coast, dispatching the battleship Louisiana and two revenue cutters to the scene, but later word came from the Alamo that it had arrived first and had taken off all hands in safety. This is the message as received in New York from the Cape Hatteras station: "Latitude 22.46, longitude 76.28. Steamship Alamo has just taken Capt. Moore and crew of forty-six men from sinking steamer Kentucky. Water already had reached fireroom and steamer will sink before midnight. The Alamo is now proceeding to Key West."

ROBBERS HOLD UP TRAIN.

Three Men Commit Bold Robbery on the Missouri Pacific.

Three unidentified men held up and robbed the passengers on an east bound Missouri Pacific passenger train five miles east of Pittsburg, Kan., the other night. They were unmasked. About \$400 and a small amount of jewelry was taken from the passengers. The robbers boarded the train on the outskirts of Pittsburg. They took seats in the chair car and rode quietly along until the train was near Cornell, Kan. There they leaped from their seats, backed Conductor Garrity into a corner and drawing revolvers warned him not to call for assistance. One of the robbers then covered the passing train with two large revolvers. "You will now prepare to give up your valuables," he said. "My partner here will pass among you. Please be quiet." The "partner" thereupon produced a gunny sack and started on his collecting tour. From each passenger he took everything of value. Money, watches, diamonds and rings all went into the sack.

TAFT ORDERS TARIFF QUIZ.

President Prepares to Make Study of the Entire Matter.

An exhaustive study of the whole subject of the tariff is planned by President Taft. He has directed the tariff board authorities under the recent tariff act to prepare for such an inquiry. In order to defray the expenses of the work, the President will ask an appropriation of \$75,000 from Congress. Such an investigation of the subject was recently made by the German government as sought by the President.