

WHY THE COST OF OPERATING RAILROADS HAS BEEN INCREASED STRUGGLING AGAINST INCREASED COST OF LABOR, SUPPLIES, ETC., ON ONE HAND—REDUCED RATES ON THE OTHER

During the last few years the advocates of government ownership of railroads have been somewhat persistent in the public press and the matter is referred to here, not with any idea of combatting this propaganda, but merely that the people may briefly see both sides of the picture. So long as a lot of meek welcome the wrecking of the railroads on the theory that the government will take them over and that such a state of affairs would be preferable to private ownership, it will be impossible to obtain from them a fair judgment of the latter system which now prevails in the United States. It is impossible to go into this great question at any length at this time, but here are a few things worth thinking about. Much has been said in recent years about the "water" contained in American railroad securities, and, in this connection the valuation of the government owned railroads of Europe is very interesting. In Germany the state owned roads are valued at \$114,785 per mile, in Austria at \$120,692, in Hungary at \$69,210, in Italy at \$126,886, in Belgium at \$190,914, in Switzerland at \$102,950, in Roumania at \$90,113, in Japan at \$88,104, in New South Wales at \$71,391—while the privately owned lines of the United States, regardless of what water may have been forced into them in specific instances, are valued at only \$65,944 per mile. Whatever inflation may therefore have been put into their properties in the past, the fact remains, that their present valuation is much lower than that of the government owned railroads of Europe, and, what is still more important, the rates charged are the lowest and the service rendered admittedly the best in the world. It is also pertinent to remember that the charge of watered stocks, after all, can be made against but very few American railroads—the lion's share of them having been managed without a breath of scandal or criticism.

In this connection, a statement contained in the last annual report of the Deutsche Bank of Berlin, which has a paid up capital and reserve fund of \$75,000,000, is interesting: "American railroads need higher rates. The present rates are the lowest in the world—representing but a fraction of the English railway rates, for instance—and this in the face of the fact that wages in the United States on the average are fully twice as high as in Europe." Certainly this view of the privately owned lines of the United States, coming from Germany, which has the most successful state owned system of transportation in the world, is worthy of grave consideration. In further confirmation of this statement we quote the following statistics: It costs 7 mills per mile on an average to haul a ton of freight in the United States while in England it costs an average 2 3/4 cents, in France 1.41 cents and in Germany 1.42 cents. The average daily wages paid to American railroad employes is \$2.23, in England it is \$1.35, in France 88 cents and in Germany 81 cents. Are American railroads therefore entitled to the wholesale abuse and denunciation which has been heaped upon them from all sides in recent years?

Letting Well Enough Alone In view of these facts, the average citizen may well ask himself whether it is not best to let well enough alone rather than invite other ills we know not of—whether it is not wiser to cure such defects as may encumber the present system rather than run the danger of plunging this mighty industry into the whirlpool of party politics for all time, with its attendant opportunity for evil of which the past affords such rich variety of experience. The United States is still a young country, and in many sections only partially developed. Many new lines and extensions are needed here and there to give a wider opportunity to expanding agriculture and commerce, and nothing could be more unfortunate or disastrous than that these favors could henceforth be obtained only by leave of the dominant political factions which will reign at the national capital in the years to come. Political parties are intensely human institutions, and the average cautious citizen will prefer to leave the railroad expansion of the future to the economic law of supply and demand of the different communities rather than to place such a temptation for power in the hands of those who rise and fall in the field of politics. Furthermore, should the time ever come when the government takes over the railroads, it means that the people will have to forego the millions of taxes which they now pay and which help to support the public schools, public highways and other public expenses—and that henceforth these millions of revenue would have to come out of the pockets of the people.

Many other things could be said upon this phase of the question, but space forbids. For some time, the government, through the Interstate Commerce Commission, has been engaged in making a physical valuation of all our railroads as a matter of guidance for future rate adjustments. Again, we repeat, since the people absolutely control and regulate the railroads, is that not enough? Will it not be better to let well enough alone—to cling to that which is good and eliminate that which is bad in the present system which, with all that has been said against it, furnishes the best and cheapest transportation service in the world?

Increased Cost of Operation We now wish to refer briefly to another phase of the problem. For a number of years the cry of the "high cost of living" has been everywhere abroad in the land. Time was, not so many years ago, when the farmer sold his corn at 25 cents per bushel. Now it brings from 50 cents to 75 cents,

So, too, he sold hogs at 3 cents per pound, which now readily bring from 7 cents to 10 cents—while a good steer calf, which used to bring from \$10 to \$12, now sells for from \$20 to \$25. Nobody who knows anything about present land values or the farmer's cost of production will contend that he is not entitled to these increased prices. As a matter of fact, unless he is an exceedingly good manager and utilizes the best of modern agricultural thought he is by no means getting rich at present prices—high as they may seem to people in the cities who do not understand the cost attached to present-day farming. To go back to the old prices he used to receive would bankrupt, in a little while every farmer in the country—and the tendency of the future will be for the prices of farm products to go still higher rather than lower. Agriculture is the nation's greatest fundamental industry and society must make the farm game sufficiently profitable to justify the man who is on the farm today and the farmer boys of the future to stay by the plow. Much has been said recently about the fact that the farmer does not receive enough for what he produces—that there is too big a waste in the channels through which his products pass before they reach the consumer, and that he has some cause for complaint in this respect. It is undoubtedly true. However, the railroads can face such an inquiry with a clear conscience—for an exhaustive investigation conducted by the Lehigh Valley Railroad some time ago shows that the farmer gets 50 cents out of the average dollar's worth of products he sells; the packers, local shippers, distributors and retailers get 44 cents between them; while the railroads receive only 5 cents, or one-twentieth of the dollar, for the transportation service they render.

So, too, there has been a steady advance in practically the entire realm of merchandise and manufactured products, whatever their nature, and the ever increasing toll in the cost of labor, steel products, lumber, cars, locomotives, and other supplies has levied a tribute of untold millions upon the railroads, which have not only been forbidden to increase their rates, but, on the contrary, in many instances, compelled to lower them.

Big Increased Cost of Labor To give the reader an exact idea of how the cost of labor has advanced in the operation of railroads we quote the following instances in the daily wage from 1900 to 1914—a period of only fourteen years: In the case of engineers it increased from \$3.68 per day to \$5.76, or an increase of 56 per cent; firemen from \$2.21 to \$3.62, or 64 per cent; conductors from \$3.31 to \$4.83, or 45 per cent; station agents from \$1.98 to \$2.16, or 9 per cent; other station men from \$1.62 to \$1.90, or 17 per cent; ordinary trainmen from \$1.97 to \$3.36, or 70 per cent; machinists from \$2.72 to \$3.52, or 29 per cent; carpenters from \$2.31 to \$2.59, or 12 per cent; other shopmen from \$1.93 to \$2.20, or 14 per cent; section foremen from \$1.51 to \$1.83, or 21 per cent; trackmen from \$1.15 to \$1.52, or 32 per cent; telegraph operators and dispatchers from \$2.25 to \$2.65, or 17 per cent. This means a general average increase in wages of 32 29-100 per cent—and all other classes of railroad operatives and employes in a more or less similar degree. While these advances have proven a great boon to the nearly two million men employed in the railway service and increased their capacity to buy from merchant and farmer, they have exacted many millions annually from the railroads themselves—all of which made the general public richer, but the roads poorer. In 1900 the railroads paid \$1.44 per ton for coal. Now they pay \$1.81. Then they paid 38c for ties. Now they pay 52c.

Other Increased Costs. But there are many other items which have enormously increased the cost of railroad operation which we cannot go into because of lack of space. The public is constantly demanding a more efficient and a safer service, and hence the railroads have had to spend vast sums in installing block signals, steel passenger cars, doing away with grade crossings, straightening lines, heavier locomotives, better road beds, and supplying many other precautions protecting both their operatives and the public—all things very necessary, yet very costly. So, too, numerous states have passed "Full Crew" laws which, without benefitting the public, have compelled the railroads to pay a toll of millions to useless employees. Now, while labor, farm products, merchandise and manufactures and supplies of all kinds have steadily increased in price, the railroads, as stated before, have been compelled to reduce their rates in the face of this avalanche of ever-advancing cost of operation—and that all but the most powerful lines find themselves in an exceedingly critical condition is not to be wondered at. The farmer, the merchant, the manufacturer and the laborer justly insist that they would not be able to get along on the prices they received ten or fifteen years ago. How, then, can the railroads, which are the largest employers of labor and buyers of material in the United States, be expected to exist on less than they received ten or fifteen years ago? In view of these facts, it is no wonder that President Wilson and other patriotic and careful students of the situation are speaking words of kindly admonition to the American public, to the end that the railroads, through whose giant arteries flows the very life blood of the nation, may not be wrecked and destroyed.

The Public and the Manager On the one hand, for the last twenty-five years the public has demanded the best and highest efficiency in service and lower rates in one and the

same breath. On the other hand stand the thousands of men and women who have invested their money in railroad securities and who, in common with the farmer, the manufacturer and the merchant, believe they are entitled to a fair profit. Then come the hundreds of thousands of employes who are continually clamoring for an increase in wages, as well as the cost of all manner of railroad supplies which is constantly advancing—and between them, as arbiters, stand the managers of the roads—the big "hired men," straggling with might and main to reconcile all the conflicting interests in the face of reduced rates upon every hand. That they have at last reached a point where they can continue the unequal struggle no longer should not be a matter of wonder—and in face of the harsh and unfriendly criticism which has descended upon their heads from every quarter they find themselves in the mental attitude of the fiddler in the Western mining camp when he yelled out, "Please don't shoot, boys; I am doing the best I can." (Paid Adv. To be continued next week.)

CORRESPONDENCE

HUBBARD. Tom Long shipped a car of hogs to Sioux City last week. Jim Barry was on our streets Tuesday.

George Derain spent a couple of weeks in the timber near Jackson before Christmas sawing wood. Bring us your produce, eggs and butter, and get the highest price the market will afford. C. Anderson Co. Ethel Clayton returned the first of the week to Winslow, Neb., where she is teaching school. She had been at home over Christmas.

Mrs. Nels Andersen was on the sick list the first of the week. She is better at this writing.

We have a big lot of comforters that we are going to close out at a bargain. C. Anderson Co.

Miss Maurice, daughter of Mr. and Mrs. Ed Maurice, came home from Chicago to remain over Christmas with her parents.

Joseph Christensen came home for a few days vacation.

Anna Hagan, of Sioux City, was a visitor here the first of the week.

Mat Hansen and wife visited at the Louis Larsen home during Christmas week.

Quite a number from here attended the dance at Homer Friday night. Nels Andersen, James Henriksen, Lars Larsen and Rasmus Nelsen shipped stock to Sioux City Tuesday.

A big line of sweater coats and mackinaws for the winter season. See our display before the sizes are gone. C. Anderson Co.

George Beck came down from Wakanda, S. D., Tuesday, for a few days' stay here.

The Brotherhood and Sisterhood Christmas tree festivity was very well attended.

John Jessen is sawing cord wood these days. John is always busy.

The Plum Grove Young People's society had their Christmas tree Saturday.

Nels Andersen, Lars Larsen and George Nelsen were in the city the first of the week.

We have several lots of shoes that we are going to close out before invoice time, February 1st. C. Anderson Co.

John Campbell and wife are enjoying a visit from relatives during the holidays.

Martin Hansen in some way sprained his wrist Tuesday when in the yard after a basket of wood. He was taken to Dakota City and is under the care of Dr. Maxwell.

Marie, Thorwald, Arthur and Sagnus Rasmussen were among those from Waterbury who were here Saturday night to take in the dance.

Dick Rockwell, who died last Thursday at his home east of town, was buried Sunday. Funeral services were held at Homer in the M. E. church and interment made in the Hale cemetery.

The dance given here Monday night was very well attended. Quite a number from neighboring towns were participants in tripping the fantastic toe.

The announcement of the wedding of Seval Olsson, of this place, to Miss Marie Jones, of Magnet, Neb., has been made public. It will take place at the bride's home January 12th. The many friends of these young people wish them unbounded happiness.

HOMER. Helen Shull was a Sioux City shopper Wednesday of last week.

Fred Kipper ate Christmas dinner with his sister, Mrs. Robert Louisbrenk, and family.

Warren Killian, of South Dakota, spent the holidays with the Penry family.

Frank Combs and family, of South Sioux City, ate dinner with Pa and Ma Combs Sunday.

Mrs. Fred Kipper spent the holidays with her people at Newcastle, Neb.

Mrs. Sadie Abbot dined with the Sam Combs family Sunday.

Miss Nell Combs spent the holidays at home, returning to Lincoln in 1915.

Mrs. H. A. Monroe and family, Miss Gertrude McKinley and Miss Mattie McKinley ate Christmas dinner with their parents, E. McKinley and wife.

Audry Allaway and wife were week end guests at the Mrs. Altemus home.

Mrs. Alice Bolster went to Des Moines, Ia., this week to visit her daughter Helen.

Mrs. Bud McKinley and little daughter visited the Banone McKinley family Christmas.

A big sleighing party was chaperoned by Donald Radsal Sunday

evening. The preacher didn't care so much but it interfered with his choir.

Mrs. Sadie Grimsshaw and two children arrived from Oklahoma last Wednesday to spend the holidays with her parents, Chas. Holzworth and wife, and visit friends. She expects to return to Oklahoma in March.

Donald Radsal spent Christmas with home folks, returning to Colebrook, Neb., Monday. Antonious Larson helped Donald make things hum while here.

Chas. Ostmeier and wife ate Christmas dinner with Geo. Madsen and wife and spent the week end with Mr. Ostmeier's father and family.

The Judge McKinley family ate Christmas dinner and spent the week end with Mrs. McKinley's parents, Joe Smith and wife.

James Allaway and wife entertained the children and their families Christmas, namely: Will Rockwell and family, Audry Allaway and wife, James Allaway and family, Tom Allaway and family, and Mrs. Will Leamer and family.

Mrs. Geo. Thacker, who has been very ill, is some better. Miss Marie Jensen, a trained nurse from Sioux City, is taking care of her.

Mr. and Mrs. E. J. Wagner, of LeMars, Ia., ate Christmas dinner with their son, Henry Wagner and wife.

Mrs. Oliver Smith and daughter, Lysle, were passengers to Sioux City Sunday, returning Monday.

Miss Dorris Orden, who is attending high school in Warsaw, Neb., spent the holidays at home.

Fred Parker and wife and John Rockwell and family, of South Sioux City, were dinner guests at the Jimmie Allaway home Sunday.

Mrs. Alice Walters was here from Des Moines, Ia., to attend the funeral of her brother, Dick Rockwell.

Rob Jones and wife are the parents of an eleven pound girl, born December 22nd.

A Burlington freight train ran into eight head of horses one day last week, killing four outright. Two more were badly hurt that Lue Goodsell shot them to stop their suffering, and two others will recover. We hear the horses were the property of Pete Sampson, of Winnebago.

John Rockwell came home from Butte, Neb., for the holidays.

Christmas night, although it was a bitter cold night, about fifty friends and neighbors, including the Ladies Aid society, surprised the Chas. Hisrofte family to help them celebrate their silver wedding. The Ladies Aid presented them with about \$10 worth of fine silver ware and other friends remembered them likewise.

This community was greatly shocked Wednesday to hear of the sudden death of Dick Rockwell. He had been sick for some time, with blood poison but was better and seeming most well, but heart failure followed and one of Dakota county's best citizens answered the last call. Funeral services were held from the Homer M. E. church, in Homer, Sunday, interment being in the Spring Grove cemetery where his relatives who have gone before are resting.

JACKSON. Happy New Year to all.

James L. Barry, who spent the past year at Lonoke, Ark., arrived home for the holidays.

Rose McKeever, of Sioux City, spent Christmas with the home folks.

Michael Quinn, who has been attending a seminary at St. Louis, is home for vacation.

Gertrude McHale is spending the holidays with her parents at Fairbury, Neb.

H. Kinney returned Monday from an over Christmas visit with relatives at Bloomfield, Neb.

Dr. Frank Riley and wife returned to their home at Verdigris, Neb., Monday, after spending Christmas with the former's parents here.

Dr. Thos. D. Boler and sisters, Mary and Margaret, of Omaha, spent Christmas with their folks here.

Rose Greve, who teaches in the Mads Nelsen district, is spending the holidays with her parents at Sloan, Iowa.

Bennetta Hall departed Monday for Salix, Ia., to spend the week with Alice Reilly.

Quite a number of the young people attended a dance at Hubbard Monday evening. A fine time was reported.

Lawrence Erlauch, of Jackson, Minn., is here for the holidays.

Lawrence Moran expects to leave the first of the week for York, Neb., to attend the York normal college for the remainder of the year.

A dance is billed at the opera house for Wednesday evening. Collins Bros. orchestra, of Marcus, Ia., will furnish the music.

The members of the Embroidery club were pleasantly entertained at the John Boler home Wednesday.

James Deloughery is spending the holidays in the home of his daughter at Pender, Neb.

James Sawyer, of Keewatin, Minn., is here for the holidays.

An alarm of fire was turned into the central office Tuesday morning from the O. E. Johnson home, but was finally put out. A defective chimney was the cause.

Mr. and Mrs. Horace Dugan entertained about a hundred young and old folks at their home on Sunday evening. A most delightful evening was spent. This marks the beginning of a series of parties which will be given this winter at the different homes.

SALEM. Mrs. Lucy A. Berger is stopping at the home of her son, John Berger for the winter.

Mrs. Mollie Broynhill and son Harry were Christmas visitors at the Arthur Armbricht home.

Farmers Hold First Annual Meeting at Hubbard, Neb.

The success, harmony and attendance of the first annual meeting of the association was very gratifying to the board and the official management. Considering the roads and the severity of the weather, the attendance was good. Every precinct in the county was well represented at the meeting, and the 70 men present were the progressive farmers of the county. The interest manifested by those present was proof that farm demonstration had become well rooted and is now generally desired by the people of the county. Every member seemed willing to admit that the work was worth in dollars and cents what had been expended.

The program which had previously been sent out to every member and published in the county papers was carried out in detail. The regular and last business meeting of the old board of directors convened at 10 o'clock with the following men present: Directors Chas. Dodge, Ed. L. Ross, Don Forbes, John Miller, E. H. Gribble, A. H. Anderson, President Leamer, County Demonstrator Raymond and Secretary McGinnis. E. P. Brown, of Davenport, Neb., Henry Cain and George Orr were present as visitors.

The minutes of the November business meeting were read and approved by the board, after which the following bills were allowed and the secretary instructed to draw orders on the treasurer for their payment: D. C. Hefferman, for office rent, months of November and December, 10.00, and fuel and oil \$5.38. Total \$15.38. John Ream, for stamps, \$6.80; stamped envelopes, \$1.25, and printing, \$9.50. Total \$16.55. Hugh Raymond, incidental expenses, month of December, 7.45. Thorwald Biese, for lettering and register book, 5.00. Louis Hoge, janitor work at the Danish Brotherhood Hall on day of annual meeting, 2.00. Lucile Hoagland, for typewriting 1.25.

Total \$47.63. This meeting then adjourned and gave way to the regular afternoon session. Promptly at 2 o'clock this session was called to order by President Leamer. The first number called for the president's annual address and Mr. Leamer in his characteristic and jovial way spoke as follows:

President Leamer's Address. Fellow Members of the Dakota County Farm Management Association:

The second half of the year 1914 has seen the beginning of the Dakota County Farm Management Association. So far our work has been experimental. When the board hired our demonstrator it was understood that he should become acquainted with the members of the association, study the agricultural outlook in the county and prepare to organize an educational campaign for the year 1915. During this time, the demonstrator was to make, as far as possible a systematic study of the control of hog cholera.

With this understanding, the demonstrator was employed for the second half of the year 1914, and the result will be found in his report. The manner of our organization has been highly commended by members of the State Farm Management association. We have each precinct elect its own director and those who can vote at such meetings are members of the association. The director co-operates with the demonstrator in looking after the needs of his precinct.

The directing of the demonstrator in his work in the county is done by the board of directors together with the state leading farm demonstration work of the University Farm, Lincoln, Neb. We have eight precincts in the county, so located that each one can be handled separately and yet not interfere with the work of the other precincts. We have some 300 members of which Dakota precinct leads with 64 members, then in order, Omad, 57; Hubbard, 29; St. John's, 24; Emerson, 19; Pigeon, 17; Covington, 12; Sioux City, 10. Some have joined since this list was made up.

A copy of our constitution and by-laws was mailed to each member of the association and I earnestly ask that every member read the constitution carefully and get acquainted with the workings and aim of the organization.

After this address, Hon. E. P. Brown of Davenport, Neb., was introduced as the principal speaker of the day. Those who heard Mr. Brown were accorded a rare privilege, and what he said will be long remembered by the members present. He spoke on Farm Management work, the nature of the hog, its ailments, its field of work, and the cooperation that everybody needed among farmers and that cooperation meant "getting together" to find out ways and means. "Farming is a big job, too big for one man. There are increasing difficulties and every year becoming more difficult. Every year a progressive movement to help solve these difficulties. A farm management association is a 'get-together' organization of the progressive men of a community, that is on the job all the time. The men in it respect each other and help each other. They respect their neighbors and help their neighbors. Co-operation not only means getting together but staying together, and will only continue among an organization of men who have confidence and mutual respect for each other. The farm demonstrator is the working officer of this get-together organization. He visits the successful farmers, find out their successful practices and tells them to others. He does what other farmers

Henry Krumwiede of Bancroft, Neb., ate Xmas dinner with his sister, Mrs. Lesberg.

L. W. Dutton, a brother of Horace Dutton of this place, died December 20, 1914, at his home in West Union, Iowa, of cancer of the ear. The deceased had visited his brother here on several occasions and made many acquaintances who will regret his demise. Deceased was born at Meredith, Delaware county, N. Y., Feb. 28, 1826. He emigrated to Iowa in 1848 and settled on a farm near West Union, when there were no railroads west of Buffalo, N. Y. The long tedious trip was made by boat, team and afoot. He took up farming and resided on the old homestead 63 years, retiring three years ago and moving to town. He leaves two married daughters.

Dakota City Grocery. A Happy New Year to Everyone. 3 Cans Corn... 25c. 2 pkgs Post Toasties... 25c. 3 Cans of Peas... 25c. 2 pkgs Corn Flakes... 25c. 2 large cans Tomatoes... 25c. 3 qts Cranberries... 25c. 2 pkgs Pettijohns... 25c. We have a large assortment of Heavy Men's Underwear, Duck Coats, Wool Blankets, Comforts, and Sweaters that we are closing out at about cost price. W. L. ROSS. Dakota City, Nebraska.

have not time to do. He tells farmers what their neighbors are doing. After Mr. Brown's address, the president called for the annual report of the county demonstrator. Mr. Raymond reviewed his work and spoke as follows: Members of the Association: The work of the Farm Management association was started July 1st. Most of July was spent in getting acquainted with the members, the roads and conditions throughout the county. I tried to meet all the members of the association during the first month but found it was impossible to do so in that length of time. After the first of August I found my time was completely taken up with the work for the various members and it was not possible to make any trips merely for acquaintance. A letter was sent out in July to all members stating where I could be gotten by phone so if any member needed my services they knew where to get me. Besides meeting as many members during July as possible, I also vaccinated 369 hogs, had 11 inquiries by phone, 39 personal inquiries on farm problems, received 48 letters, wrote 18 and traveled 1,804 miles by Ford and visited 175 farms.

My work in the county has been mostly with the control of hog cholera. While work of this kind, that is going out and doing the vaccinating, is not purely demonstrator work, yet coming into the county as I did after most of the crops were sown and some of them almost ready for harvest, I considered that in this work I could best spend my time and best serve the members. About the first of August cholera broke out in Hubbard and Summit precincts. The sick herds were vaccinated by giving all sick hogs serum alone, and all well hogs serum and virus. During the months of August and September a number of herds were vaccinated in which there was no cholera, but cholera existed some where in the neighborhood. By vaccinating herds in districts where cholera existed the disease has been kept in check and stopped from spreading over the county. Sanitary measures, that is cleaning up the places and disinfecting after the disease was under control have been employed. I believe better results can be obtained by vaccinating only sick herds and that thoroughly cleaning up the premises, that by everybody vaccinating their herds with the simultaneous treatment before they are sick.

One thing to be regretted is that some farmers have not been very careful about disposing of dead hogs. Most of the outbreaks of cholera this year can be traced to places where dead hogs were neither burned nor buried and cholera spread from these places to other places in the neighborhood. The state law provides that all animals dying from infectious disease should be burned and imposes a fine for not doing so. If this law was enforced throughout the county there would be less cholera.

During the summer and fall I have personally vaccinated 4387 hogs, 2994 of these were in herds where no cholera existed. The remaining 1394 were in herds already infected with cholera. 519 hogs were sick in these infected herds. The remaining 875 had not contracted the disease. Of the 3868 well hogs 50 died, or a loss of 1.3 per cent. Of the 519 sick hogs 282 died, or a loss of 54.3 per cent. This shows that serum has some curative effects. This is not a rule, however, as any hogs that show any signs of the disease will die no matter how much serum they receive. The 237 sick hogs that recovered were just coming down with cholera, that is they had the cholera germs in their systems but had not advanced far enough to affect the hog.

Of the 1,364 hogs in infected herds 282 died, or a loss of 20.4 per cent. Of the total number vaccinated 4,387, 332 died, or a loss of 7.5 per cent. Although the control of hog cholera has been my principal work in the county, yet it has not taken all my time. Your agent has 845 had not telephone calls, had 107 office visitors, 375 personal inquiries on farm problems, has received 295 letters, has written 164 letters, has visited 446 farmers and vaccinated 44 calves, has assisted in the sale of live stock to the

amount of \$400, has traveled 4,495 miles by Ford and 15 with team. I have been very much pleased with the spirit in which the members cooperate in any work undertaken. If this co-operative spirit continues, there is no reason why demonstration work can not be made a success in Dakota county, and of lasting benefit to individual members of the Farm Management association as well as to the community as a whole. Yours truly, Hugh Raymond.

Statistical Report for Dakota County. Farms visited 446. Telephone calls 124. Office visitors 107. Letters written, including circulars sent, 295. Miles traveled by automobile, 4,495. Meetings held in county, 4. Total attendance 320. Hogs vaccinated personally, 4,387. Hogs saved in well herds, 98.7%. Hogs saved in sick herds, 79.4%. Hogs saved in sick herds, 92.5%. Calves vaccinated, 44. Assisted in sales of live stock to the amount of \$400. After Mr. Raymond's report, the report of the treasurer was made.

Summarized Total Report. Total collections on subscriptions \$1,482.50. Subscription of C. B. & Q. R. Co., 150.00. Refund by Mrs. Leahy on automobile, 24.00. Received for serum, 213.12. Refund of salary by Hugh Raymond, 200.00. Disbursements on warrants \$2,069.62. Nos. 1 to 31, inclusive, \$1,366.83. Balance on hand December 22, 1914, 702.79. Total \$2,069.62.

The amount subscribed as per lists is \$1,985.00. The amount received by the C. B. & Q. R. R. Co., 150.00. Making the total subscriptions \$2,135.00. The amount collected on subscriptions, including the subscription of the C. B. & Q. R. R. Co., is \$1,532.50, leaving the amount uncollected on subscriptions \$502.50. Respectfully submitted, Harry H. Adair, Treasurer.

A short recess followed the treasurer's report. Before the association adjourned, took up the regular business. The election of officers resulted as follows: J. F. Leamer, president; W. J. Ryan, vice president; H. H. Adair, treasurer; T. F. McGinnis, secretary. Return from the precinct electors showed the following directors elected: Thomas Hartnett, St. John's; Don Forbes, Covington; Emerson, not reported; Henry Cain, Hubbard; T. F. Dugan, Summit; John Feller, Pigeon Creek; George Orr, Dakota; Ed. F. Ross, Omaha. After the election the association discussed general plans. A motion was made and carried that the association recommend that the board of directors allow the secretary a salary for his work for the association during the year 1915. After the motion the annual meeting was adjourned and a meeting of the new board of directors was immediately ordered by President Leamer. The minutes showed the following business transacted: George Orr was appointed by the president to formulate a plan with the treasurer for collecting the subscriptions still unpaid. Director Hartnett made the motion that the secretary's salary be \$50 per year. Motion was seconded by Henry Cain, and same was ordered by the board. The matter of hiring a demonstrator next year was taken up and discussed by the board. After the discussion the board passed a motion that a salary of \$1,000 per year be offered Mr. Hugh Raymond for his services to the county during the year 1915. As Mr. Raymond wanted a few days to consider this offer the board adjourned until a call be issued by the secretary for another meeting.