

NEBRASKA'S LIVE STOCK INTERESTS

BY JOHN W. THOMAS, Herald Live Stock Editor

ANNUAL ADDRESS OF PRESIDENT W. B. TAGG

Five Exchanges Were Added to Membership During Past Year—No Government Criticism of the Exchanges.

At the thirtieth annual meeting of the National Live Stock Exchange, held on May 16, 17 and 18, in New York City, the annual address of President W. B. Tagg, of Omaha, was one of the most important parts of the session. We re-print this address in full, as follows:

It is now my pleasant duty to address the thirtieth annual convention of the National Live Stock Exchange. For the first time in the history of this organization we are called together east of the Allegheny mountains, and for the second time we are holding one of our annual meetings in the great state of New York. It is, indeed, appropriate that the representatives of one of the greatest industries in the United States should hold their annual convention in the largest city in this country, and the one nearest to the battle line, where the greatest conflict in the history of the world is now being waged.

During the past year we have added to our membership five exchanges, namely: New Orleans, Nashville, Oklahoma City, Sioux Falls and Detroit. Our organization now includes the live stock exchanges doing business at the twenty-four principal market centers in the United States. It reaches from New York on the east to Denver on the west, from St. Paul on the north to New Orleans on the south, from Portland in the northwest to Jacksonville on the southeast, and from Buffalo in the northeast to Oklahoma City in the southwest. We have a membership of about 2,400. There are still a few live stock exchanges which ought to be in and, doubtless, will come in during the coming year. "In unity there is strength" and every live stock exchange in the United States and Canada could well afford to belong to this national organization.

The National Live Stock Exchange and all of its members should be proud of the fact that during all the recent investigations by the federal trades commission, the food administration, and other governmental bodies, there has been no criticism of the methods of business as conducted by the Live Stock Exchanges at the different markets, and no practical suggestions offered as to how the handling of our business might be improved. This shows that the results of our many years of patient efforts towards keeping the live stock business as conducted at the public markets under the jurisdiction of the live stock exchanges, on a high plane of business honor and integrity, have stood the test, and it is up to us to see that it is kept up to the present high standards. There is no other line of business in the world today in which so much work is done, so much responsibility assumed, and so much efficiency attained for so small a remuneration as in the live stock commission business.

Aiding the Government
Live stock exchanges and their members have been doing valiant work in helping to win the war. They have been free buyers of liberty bonds and war savings stamps; cheerful contributors to the Red Cross, the Y. M. C. A. and every other war activity, and will continue so doing during the period of the war.

As president of your organization I was invited to attend a conference called by Mr. Herbert Hoover, food administrator, at Washington last August, together with Mr. E. C. Brown and Mr. E. H. Ingwersen, of the Chicago Live Stock Exchange, and Mr. M. L. McClure, of the Kansas City Exchange. At that time we pledged the support of our organization to President Wilson, to Secretary Houston, and to Mr. Hoover in carrying out their plans for the increased production of live stock and conservation of food products.

In September we attended another conference in Washington of live stock men from all parts of the country, which was called to formulate a practical live stock policy, and again our support was pledged to the administration.

In November, at the request of Mr. J. P. Cotton, chief of the meat division of the food administration, I called a meeting of our executive committee at Chicago, which was very well attended. Mr. Cotton explained to us what he was endeavor-

ing to accomplish, and asked our support. Your committee voted unanimously that they would carry out any suggestions or plans made by Mr. Cotton's department, and we have faithfully lived up to every agreement made at that time.

The various exchanges have adopted different methods of helping to win the war. Some have been strong advocates of increased production, and others of conservation; some have organized help bureaus to relieve the labor shortage in the localities, others have offered prizes to the winners of boys' and girls' pig and lamb clubs; still others have refunded all commission charges for selling live stock where the entire proceeds were to go to the Red Cross, and every exchange has co-operated to the fullest extent with the various governmental and state committees in carrying out their plans.

General Pershing said that "the war must be won; the war can be won; and the war will be won," and I believe him, but it will mean many changes in the business affairs of this country and more sacrifices on the part of us all. Today 30 per cent of the people in Canada, 40 per cent of the people in England, 50 per cent of the people in France, and 60 per cent of the people in Belgium are either on the firing line or doing work directly connected with winning the war. In this country less than 10 per cent of the people are so far actively engaged in winning the war; but if it takes 50 per cent of us we will gladly do it, for win we must, regardless of business or personal interest.

As the country is placed on more of a war basis many changes will likely be made in railroad service under government control and we ought to co-operate with the proper officials in every way to conserve supplies, to avoid all duplication of labor, to curtail competitive expenses and to eliminate unnecessary services wherever it can be done without working a hardship or a loss to our clients, the producers.

Increased Production
The campaign for increased production of live stock originated by the department of agriculture and the food administration, strikes so close to our client, the producer, that a few words on that subject from one who is not directly financially interested in either the producer or the consumer and yet is necessarily in close touch with the situation, would seem appropriate.

It is perhaps unfortunate for the producing population of this country that the capital of the United States is so far away from the centers of production, and so close to the centers of consumption. No matter how fair and just a man the food administrator may be, he is bound to be influenced more or less by his immediate surroundings, and Washington, D. C., is almost entirely surrounded by consumers, so the food administration very naturally has been influenced by his immediate surroundings in favor of the consumer to the detriment of the producer.

Mr. Hoover has a very difficult place to fill and is entitled to great credit for his work and his willingness to change his plans when they were found to be working a hardship on the producers. We are pleased to note that the live stock situation is now showing considerable improvement and it looks as if from now on the producers' interests would receive more consideration from the food administration.

The campaign for the increased production of pork was put into effect last fall, and was very thoroughly advertised throughout the country. The farmers and stockmen responded to the appeal of the government in a manner that does them credit, as can best be shown by presenting a statement of the number of piggy sows docked at ten of the principal markets where accurate figures are kept. Receipts at Chicago, Omaha, St. Joseph, Wichita, Denver, Milwaukee and St. Paul show that during the first four months of the year 1918, 10,963,457 hogs were weighed, out of which there were 61,499 piggy sows, or an average of 56 piggy sows in each 10,000 hogs weighed. During the same period in 1917, there were 10,191,006 hogs weighed out of which were found 62,442 piggy sows, or an average of 61 piggy sows in each 10,000 hogs weighed, a decrease of 8 per cent during that period. The average weight of the hogs for the same time shows an increase of from 18 to 29 pounds, which shows that the farmer is raising more hogs, has made them heavier, and is marketing fewer piggy sows than during the same period last year, in the fact of some very erratic market conditions we have had since January 1.

Personally, I think too much effort has been made towards encouraging the farmer to increase his production of live stock, and not enough at-

tention has been given to providing facilities for taking care of the increase after it was ready for the market. For instance, when the farmers and feeders got ready to ship their fat cattle and hogs the past winter they found that there were not sufficient stock cars to get their stock to market. Many farmers and feeders had to wait from one to six weeks for cars and, when they finally secured the cars and got their live stock to market they found market conditions bad because there were not sufficient facilities for handling and slaughtering their fat stock. Packers could not get refrigerator cars to move their products and their coolers were full; order buyers at the public markets could not get stock cars to ship live stock to outside packers, and feeder buyers often had to wait several days to get their feeding stock out of the public markets to their feed lots. All of these things combined to make a big loss for the live stock feeders. Conditions have been improved some, but I believe if any great increase in the production and feeding of live stock is necessary and desirable during the coming year, preparations should be made at once and public announcement made that the authorities would make arrangements for more packing house facilities, more cooler space, more cold storage room, more refrigerator cars, larger stock yards facilities, and better service in the handling of live stock by the railroads.

In my judgment, the biggest single thing that could be done to encourage increased production would be the immediate placing of a large order for new stock cars. This would be notice to the farmer and the live stock men that when their stock was ready for market it would be handled promptly and without any unnecessary delay. The farmer and the live stock man know what is expected of them and are willing and anxious to do it, but they need more support and not so much advice from the authorities.

The Railroad Situation
The service given by the railroads, or rather the lack of service during the last eight months, has caused the shippers of live stock a great deal of grief. The railroads say service during the past year has been poorer than usual owing to a shortage of motive power, had storms during the winter, and an extra amount of war materials which had to be moved on a fast schedule. The facts are that the railroads failed to provide new equipment and sufficient motive power to meet the increased traffic they had had during the past year.

The railroads have also been very active in their efforts towards trying to get increased rates for hauling live stock and packing house products, and have also endeavored to pass a number of their loading and unloading charges on to the shippers.

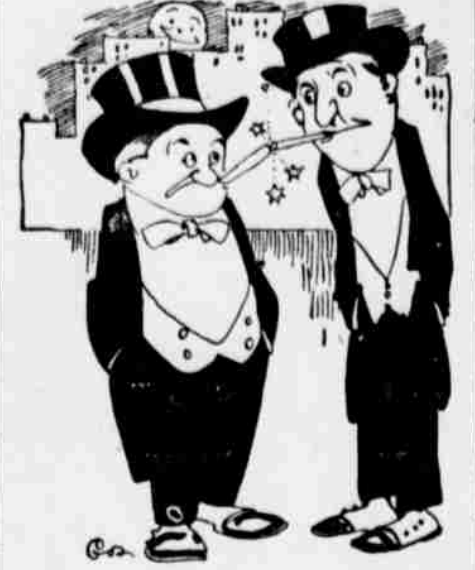
Without going into detail as to the merits of the various complaints which will be discussed later by your transportation committee, I will say I believe it is the general sentiment among live stock men that the railroads are entitled to some increase in revenue to meet their increased cost of operating expenses, caused by the advance in wages, which they have been compelled to pay their employees but I believe this advance should be made by the interstate commerce commission after a full and careful investigation of the facts in the case, and when that advance is allowed the new rates should cover the cost of loading and unloading live stock at the different markets, and should include all the terminal and bridge charge. There is no good reason why the railroads should compel the shipper to pay additional fees for loading and unloading his stock at any public stock yards, nor is there any good reason why the shipper should be asked to pay an extra fee to cover the cost of passing over some bridge.

Recently, I understand, an effort has been made by certain railroad companies to have the director general issue an order relieving the railroads of any responsibility on account of slow service or damage caused by delay in getting live stock over the road. This is a very serious matter and if granted will put a premium on poor service and will work a serious hardship and an untold loss to the live stock producers and shipper of this country, and in my opinion would do more to decrease the amount of live stock in this country than any one thing that could be done. Live stock is a perishable commodity and after it has stood in the cars an unreasonable length of time the stock shrinks and flesh is lost that cannot be regained except at considerable additional expense to the producer. If increased rates are allowed, then the railroads should be required to give better service. Live stock men are willing to pay what it costs to get good service, but they will seriously object to paying high rates and then getting poor service.

Some of the railroads, through the Western Weighing association, have attempted to hold post mortem examinations on dead hogs arriving at the markets, claiming a desire to protect themselves against loss thru fraudulent claims that are filed for the loss of dead animals in the car when it arrives at the market, when

the animal was diseased, at the time the car was loaded. Every exchange should strenuously oppose any post mortem examinations being held on shippers' property by any veterinarian in the employ of or paid by the railroads or their representatives, the Western Weighing association. If it is desirable or necessary in order to protect the railroads against fraud to have a post mortem inspection on dead animals arriving at the public markets then this examination should be made by a state or government official, who is qualified as a veterinarian, paid by the state or the government, so he would be disinterested and in a position to give the matter a fair and impartial verdict. At the suggestion of your secretary and with the approval of your executive committee (Continued on Page Twelve)

EXTRA EXPENSE



"My wife always tears her hair when I come home late."
"Which makes you feel mean, eh?"
"Yes; and which also makes it necessary for me to buy more hair."

GOOD ADVICE TO MOTORISTS

Police Commissioner Woods of New York City Says Don't Rely Too Much on Auto Horn.

The precaution enjoined by Police Commissioner Woods of New York city on owners of motor trucks, "Don't allow your driver to rely too much on the horn," might be accepted by motor car owners generally, to the advantage of all concerned, says Christian Science Monitor. A widespread observance of this direction would afford excellent discipline for the drivers, as well as increased safety for pedestrians, and would mitigate the noise on the city streets.

A Scandal Averted.

Little Gertrude had been very naughty and had been severely slapped, first by the nurse and then by mother, with a promise of another dose from father when he came home. She sat on the floor, her eyes filled with angry tears. Suddenly she rose with a determined look upon her little face, and seized her hat.
"Where are you going," asked her mother.
"Out to tell the family secrets to the neighbors," said the child, firmly.
But she didn't go.

Old Meaning of "Carpet."
The word "carpet" was in later medieval times used to describe draperies as well as the stuffs which covered floors and seats.

LADIES! LOOK YOUNG, DARKEN GRAY HAIR

Use the Old-time Sage Tea and Sulphur and Nobody will Know.

Gray hair, however handsome, denotes advancing age. We all know the advantages of a youthful appearance. Your hair is your charm. It makes or mars the face. When it fades, turns gray and looks streaked, just a few applications of Sage Tea and Sulphur enhances its appearance a hundred-fold.
Don't stay gray! Look young! Either prepare the recipe at home or get from any drug store a 50-cent bottle of "Wyeth's Sage and Sulphur Compound," which is merely the old-time recipe improved by the addition of other ingredients. Thousands of folks recommend this ready-to-use preparation, because it darkens the hair beautifully, besides no one can possibly tell, as it darkens so naturally and evenly. You moisten a sponge or soft brush with it, drawing this through the hair, taking one small strand at a time. By morning the gray hair disappears; after another application or two, its natural color is restored and it becomes thick, glossy and lustrous, and you appear years younger.
Wyeth's Sage and Sulphur Compound is a delightful toilet requisite. It is not intended for the cure, mitigation or prevention of disease.

LIVESTOCK PRICES AT SOUTH OMAHA

Beef Opens Steady---Closes 15-25c Lower

HOGS GAIN FROM 5-10c

Bulk of Sales \$17.00@17.15 With Choice Lights at \$17.25.—Sheep Trade Slow and Barely Steady.—Best Lambs \$19.50.

Union Stock Yards, South Omaha, May 21.—Receipts were liberal Monday morning in the cattle division numbering 7,800 head as compared with 6,700 head last Monday. After the first round, at which time the packers paid as high as \$17.00, the market broke badly upon receipts of bearish eastern advices and trading was fully 15@25c lower than last week. Cows and heifers were generally steady on the best grades to 10@15c lower on the other and the same could be said of stockers and feeders.

Quotations on cattle: Good to choice beefs, \$17.25@17.00; fair to good beefs, \$16.50@17.00; common to fair beefs, \$12.50@16.25; good to choice yearlings, \$16.00@17.00; fair to good yearlings, \$14.50@16.00; common to fair yearlings, \$10.00@14.50; good to choice heifers, \$13.00@15.00; good to choice cows, \$12.50@14.00; fair to good cows, \$9.75@12.00; cutters, \$8.75@10.00; canners, \$7.75@8.50; veal calves, \$9.00@13.00; bologna hogs, \$8.50@10.00; beef bulls, \$10.00@13.00; prime feeders, \$12.00@13.00; good to choice feeders, \$10.25@11.75; fair to good feeders, \$9.00@10.00; good to choice stockers, \$10.00@12.00; fair to good stockers, \$8.75@9.75; common to fair grades, \$7.50@8.50; stock heifers, \$8.50@10.50; stock cows, \$7.50@10.00; stock calves, \$8.50@11.50.

Hogs Active and 5@10c Higher.

Offerings of hogs amounted to 8,900 head and the market took on a lenient aspect, with shippers and packers paying opening prices strong with last week, and growing better as the morning advanced, until on the close sales were generally 10c higher. Bulk of the receipts changed hands at from \$17.00@17.15, with best light shipping weights at \$17.25.

Sheep Slow—About Steady.

Monday's receipts were 7,000 head as compared with 5,152 head last Monday and 3,000 stronger than the corresponding Monday a year ago. Trading was generally very slow and drab. Best woolled lambs reaching \$19.50. There was no aged stock to speak of on the market and no quotable changes.

Quotations on sheep and lambs: Lambs, good to choice, \$19.25@19.80; lambs, fair to good, \$17.50@19.00; shorn lambs, choice light, \$15.25@15.75; shorn lambs, fair light, \$14.75@15.25; shorn lambs, choice heavy, \$14.75@15.00; spring lambs, \$15.00@19.00; spring lambs, culls, \$10.00@15.00; yearlings, fair to choice, \$16.00@17.50; wethers, fair to choice, \$14.50@16.50; shorn ewes, good to choice, \$12.00@13.00; shorn ewes, fair to good, \$10.00@12.00; ewes, culls and canners, \$7.00@9.00.

She Could Sympathize

Mrs. Patricia remarked to the new servant: "I suppose, Mary Ann, you overheard my husband and me conversing rather earnestly this morning?" "Indeed, I did that, mum," replied Mary Ann. "I hope that you did not consider that anything unusual was going on." "Niver a bit, mum. I onct had a husband meself, mum, and niver a day passed that the neighbors didn't believe one or th other ov us would be kilt entirely."

Clarence Schaffer drove over to Scottbluff last Sunday.

DRINK MORE WATER IF KIDNEYS BOTHER

Eat less meat and take Salts for Backache or Bladder trouble—Neutralizes acids.

Uric acid in meat excites the kidneys, they become overworked; get sluggish, ache, and feel like lumps of lead. The urine becomes cloudy; the bladder is irritated, and you may be obliged to seek relief two or three times during the night. When the kidneys clog you must help them flush off the body's urinous waste or you'll be a real sick person shortly. At first you feel a dull misery in the kidney region, you suffer from backache, sick headache, dizziness, stomach gets sour, tongue coated and you feel rheumatic twinges when the weather is bad.

Eat less meat, drink lots of water; also get from any pharmacist four ounces of Jad Salts; take a tablespoonful in a glass of water before breakfast for a few days and your kidneys will then act fine. This famous salt is made from the acid of grapes and lemon juice, combined with lithia, and has been used for generations to clean clogged kidneys and stimulate them to normal activity, also to neutralize the acids in urine, so it no longer is a source of irritation, thus ending bladder weakness.

Jad Salts is inexpensive, cannot injure; makes a delightful effervescent lithia-water drink which everyone should take now and then to keep the kidneys clean and active. Druggists here say they sell lots of Jad Salts to folks who believe in overcoming kidney trouble while it is only trouble.

SAYS HOT WATER WASHES POISONS FROM THE LIVER

Everyone should drink hot water with phosphate in it, before breakfast.

To feel as fine as the proverbial fiddle, we must keep the liver washed clean, almost every morning, to prevent its sponge-like pores from clogging with indigestible material, sour bile and poisonous toxins, says a noted physician.

If you get headaches, it's your liver. If you catch cold easily, it's your liver. If you wake up with a bad taste, furred tongue, nasty breath or stomach, becomes rancid, it's your liver. Sallow skin, muddy complexion, watery eyes all denote liver uncleanness. Your liver is the most important, also the most abused and neglected organ of the body. Few know its function or how to release the dammed-up body waste, bile and toxins. Most folks resort to violent calomel, which is a dangerous, salivating chemical which can only be used occasionally because it accumulates in the tissues, also attacks the bones.

Every man and woman, sick or well, should drink each morning before breakfast, a glass of hot water with a teaspoonful of limestone phosphate in it, to wash from the liver and bowels the previous day's indigestible material, the poisons, sour bile and toxins; thus cleansing, sweetening and freshening the entire alimentary canal before putting more food into the stomach.

Limestone phosphate does not restrict the diet like calomel, because it can not salivate, for it is harmless and you can eat anything afterwards. It is inexpensive and almost tasteless, and any pharmacist will sell you a quarter pound, which is sufficient for a demonstration of how hot water and limestone phosphate cleans, stimulates and freshens the liver, keeping you feeling fit day in and day out.

Hotel Fontenelle

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MAKE THE FONTENELLE YOUR HEADQUARTERS WHEN IN OMAHA. UNFAILING COURTESY AND SERVICE SEEM TO MERIT YOUR PATRONAGE

330 ROOMS—330 BATHS

RATES: ONE PERSON \$2.00 to \$4.00
TWO PERSONS \$3.00 to \$6.00

... Management H. Edgar Gregory ...