Custer County Republican

D. R. AMBERRY, Editor and Publisher

BROKEN BOW, - - NEBRASKA

"Admiral Clark." That suits the people. He did it with his little Oregon.

Oxygen tabloids are a French professor's latest. "Have a fresh air with me?"

Evidently the dancing masters have decided to put the old people out of it this year.

Most of us would be down-hearted if we knew what the woman who tells us she is glad we came says after we have left.

How the young married women do hate the girl who can get the guest of the evening in a corner and keep him interested.

That railroad superintendent who stopped kissing on the station platforms probably has a jealous wife and is henpecked.

The dynamiter and the incendiary are two criminals against whom the hand of every man, even in the worst classes of the community, should be turned.

Many a man who might have been a great moral force has spent his days sniveling because some little fool of a woman didn't know a good thing when she saw it.

Palma will get $25,000 a year for being President of Cuba. We may take it for granted that he is unalterably opposed to annexation, at least for the present.

A Colorado girl has declined to marry a man because he is wealthy. Here is vindication for Senator Dolliver, who says the poor are the only ones who have a chance.

It is reported that William Waldorf Astor is going to give his daughter $20,000,000 when she gets married. William Waldorf must think that is about the price of a good, serviceable duke.

Young King Alfonso's troubles are only beginning. He has now to go out and look for a wife, and there are at least a dozen different persons who are to decide just whom he must marry.

In Denmark the people continue to be excited over the proposition to sell the Danish West Indies to the United States. They seem to take it for granted that Uncle Sam is waiting around the corner ready to buy when the proper wink is tipped.

We have civil courts for the settlement of all other disputes regarding property and individual rights. We do not allow citizens, however much they may think they have been injured, to fight it out with each other in our streets. The police arrest such people and lock them up for the general good. Why, indeed, should we not require men who have grievances against each other as employers and workmen to submit their differences to courts established for that purpose? It is a civilized way of doing it.

Napoleon Bonaparte's will, among those of great men, affords the nearest parallel to that of Cecil Rhodes in the fortune it bequeathed. He was surely the richest exile since the world began. From his lonely home at St. Helena he bequeathed to his relatives and friends $40,000,000. He had been rich, in gold as in power, beyond the dreams of avarice, and there must have passed through his hands a private fortune such as mortal man has rarely dreamed of. His exactions from conquered states has been set down at nearly $375,000,000, which is, after all, but six times multiplying the gift he secured for himself from the Austrian treasury after Austerlitz.

Every little while somebody sends up a cry for "the ideal girl." The latest dissatisfied one wants girls to be more athletic than they are; he whoops for waists that shall be bigger, and he wants the girls to walk straighter. We might answer the gentleman by saying that the girls are becoming more and more athletic every year, that their waists are large enough for all practical purposes, and that they will walk straight as soon as it again becomes fashionable for them to do so. But what is the use arguing with one who is dissatisfied with the girls as they are? The athletic girl is a joy. So is the one who doesn't care for athletics. Whether her waist is large or small the girl of to-day is all right—if she is the right one. And that is the main thing. Why will men waste their time telling the girls what to do to improve themselves? The girls will do as they please, and they will be charming, no matter whether they go in for athletics or not, or whether they walk upright or hop like kangaroos. Let us leave it to the girls to be bewitching in their own way. They always have charmed and they always will. Fashions and customs are but incidents. The man who has time to devote to the task of making the girls lovelier than they see fit to make themselves deserves the world's pity. He doesn't know a good thing when he sees it.

Had Job been acquainted with the germ theory hagiology would lack a measure of the luster that aureoles one of its greatest lights. Job believed that boils were an indirect dispensation of Providence for man's spiritual progress. Recent medical science has discovered that boils are due to more bacteria which insert themselves in the subcutaneous tissue, having obtained admission through a skin break. The skin of the face and neck being uncovered is more liable to boils than the covered portions of the body. Street dust, especially in great cities, contains multitudinous microscopic germs, which make their way through apertures caused by collar or collar button friction or by scratches from pins, needles or finger nails. Offer a little army of bacteria will sap and mine an entrance along a hair into the cuticle and thence deeply enough to begin their malevolent operations. It has been found that individuals whose health is below normal or who are habitually depressed are more liable to boils than people of vigor and vivacity. It is not strange, therefore, that poor Job had many successive crops of boils. An ancient method of curing boils was to poultice them. Holy Job, it will be remembered, underwent a treatment of domestic blisters whose action was not as palliative as domestic poultices sometimes are. Modern science, in the opinion of the Chicago Chronicle, has found that merely to touch the outer nucleus of a boil with a tiny drop of carbolic acid is the most effectual method of extirpating this form of human misery, a method which corroborates the theory that a boil is a factory established and worked by bacteria. Had carbolic acid then been in the apothecary shop of the time of holy Job the obstreperous domestic partner of the sufferer would have enjoyed less satisfaction in the agonies of her patient spouse.

The two features of the address by Senator Jonathan P. Dolliver, of Iowa, at the commencement exercises of the Northwestern University in Chicago, which doubtless made the deepest impression upon the minds of the 500 graduates who listened to it, were the portions which deprecated specialization in the colleges and which depicted the advantage of the poor students over the rich. Notwithstanding the present tendency toward specializing in college work and toward commercializing education Senator Dolliver proclaimed his firm belief in the old-fashioned notion of the higher education which taught all the branches of knowledge and aimed to impart a wide and liberal culture. It was his belief that this sort of college training supplied the best equipment for success in the battle of life. In expatiating upon the chances of the poor boy the Senator vigorously combated the theory that the modern industrial tendencies are minimizing his opportunities. On the contrary, he believed that the advantage of the poor boy over the rich in the attainment of what he regarded as "success" in life was greater than it ever was. Commenting upon the handicap of a boy who is attached to a rich father he said: "Man's success is measured by the work he does, and nobody ever does anything except he has to. It is best for anybody who is to receive an inheritance of $100,000, and best for the $100,000 to have them kept out of each other's company as long as possible. A man will do his son a greater benefit by giving his thousands to a worthy educational institution and letting the boy fight his own battles.' If we regard success as something else than the mere ownership of property one needs only to take an excursion through history to realize the force of the Senator's arguments. He will find that a very large proportion of the illustrious names belong to men reared under the stimulating influences of poverty.

Are Kidnaped Into Slavery.

Considerable excitement has been caused in the City of Mexico by revelations regarding a system of kidnaping that has long prevailed there, but has apparently been overlooked or connived at by the authorities. It is stated that children have been kidnaped by hundreds and sent to the henequen plantations of Yucatan. Children from 5 years old to boys and girls well up in their teens have been gathered into bands and sent away to the south in such an open manner that it is surprising the city officials have become aware only now of the traffic which was being carried on. The "agent" who has been conducting this nefarious business professed surprise and indignation when he was arrested, and explained that it was necessary for the planters of Yucatan to have acclimated laborers. People of mature age sent to the plantations sickened and died, but by catching them young and in large quantities such of the children as survived grew up accustomed to the climate and furnished a supply of much needed laborers. As one Mexican paper expresses it, he planted children as the proprietor of a nursery would plant trees, and if they lived the fruit of their labors ultimately well repaid all the trouble and expense attached to the operation. The children, of course, were sent into a system of peonage, which virtually amounted to a life's slavery to the planters.

The "Yucatecos" must, of course, have known the sources of their supply of infant bondsmen, but since the arrest of their "agent" they have maintained a discreet and impenetrable silence on the subject.

Not Very Far Wrong.

Recently a pastor was preaching to children. After asking many questions and impressing on the minds of the children that they must be saved from sin he asked the question, "What is sin?" A bright little boy, 6 years old quick as thought, replied, "Chewing, smoking, cursing and tearing your pants."

HOW TO FORETELL THE THUNDERSTORM

THE weather man does not keep all his wisdom a secret, nor all the tricks of his maps. They are yours and all the world's for the reading. The "weather man" has pointed out the atmospheric conditions, the features of the sky and the clouds, and the time of day which must be taken into consideration when attempting to forecast the approach of a storm, and which, if rightfully interpreted, are certain signs. The leading conditions to be considered are the aspect of the western horizon, the presence or absence of the cirrus and cirrus stratus clouds, the temperature, with sultriness and humidity, and the distance from the turning point in the day's temperature. If these different conditions are correctly understood there should be no difficulty, he says, in foretelling a thunderstorm.

There is one feature of an uncertainty, however, about the actual appearance of a storm correctly predicted, and this is due to the fact that all thunderstorms are distinctly local features, having to do with extremely limited areas, and all of short duration. This renders it possible for one to see a storm coming and really on its way, but to be disappointed of its arrival in one's own locality. Its energy has been spent before it has had time to come sufficiently far. Thunderstorms rarely cover more than thirty to forty miles in a stretch, generally no more than eight miles, while some are much shorter. A hailstorm, which always signifies the expenditure of tremendous force, seldom covers more than one-eighth of a mile. Less severe storms are sometimes no longer. In looking for a storm the western sky is the only sky point of value. This is because storms always have been known to travel from west to east. If you see a storm due north or due south, it is more than probable that it will not reach your locality, but if it is due west or west of north, or perhaps west of south, you may look for its arrival unless it should happen to expend its energies on the way before reaching you.

Look Out for Mares' Tails."

The clouds which foretell a storm are the cirrus clouds, "mares' tails" the country folk call them—hair-like shreds threaded across the heavens, later gathering into the cirrus stratus, white and gray cloud sheets, which are the true rain clouds. The atmosphere is always heated with a sultry humidity. It is warm and moist, thick, heavy, muggy. It sometimes almost feels wet. People often then speak of "feeling" the rain in the air. There is rarely any wind preceding a storm for any length of time; the air is exceptionally still. As the tempest approaches nearer, however, a soft, thick, "wet" sort of "whirr," characteristic as a harbinger of the rainstorm at its heels, is felt stirring abroad. This is most familiar to all those who have made a study of weather conditions and as easy of recognition as the awful oracles of the weather prophet monstrosities on feet. The time of day when a rain is most likely to fall is about 3 o'clock in the afternoon, or again between 2 and 3 o'clock in the morning. These are the two turning points in the day's temperature. At 3 o'clock the maximum heat usually has been reached for afternoon, while at night the coolness has thoroughly set in. In case of a succession of thunderstorms they usually occur about twenty-four hours apart, that being apparently the time necessary for them to accumulate sufficient moisture to break. So, if a storm series begins in the afternoon, the remainder of the series will likely take place in the afternoon, while if it begins at night the storms are likely to continue to be at night.

It is considerably easier to foretell accurately the arrival of a thunderstorm than to explain it after it has come. Wiser than any man now known would be he who could follow understandingly the magical metamorphosis of the charming summer landscape, with its lake like glass and air as motionless as marble, from the time the first misty sultriness arises as the threatening breezes begin to stir; as the sky darkens frowningly the winds break boisterously from their fetters, the cloud streams pour out in cataracts, and the fires of heaven illuminate the tempestuous night with their terrible play. And finally, as the elements again calm themselves, the sun breaks out and revivified nature becomes doubly lovely.

First Sign of Storm.

The first clew to the mystery of a storm comes from water. If a glass of water is stood on a window sill on a hot day it gradually evaporates. The hot, dry air sucks it up. Similarly the hot, dry air above a large body of water sucks up its water, transforming it into a fine vapor, which imparts a mistiness to the atmosphere. The distant atmosphere now gradually screens itself in a veil of vapor, which becomes thicker and thicker. This leads to the next phenomenon in a thunder storm. Every one knows that when steam comes in contact with cold objects it condenses, finally forming tiny drops and resuming its original form of water. In the same way on a warm summer afternoon the upper layers of the atmosphere are cooler than those immediately above the earth. Hence the higher vapors rising as they come in contact with the cool air condense, thickening into the form of clouds, which are nothing else than condensed steam. The particles of water forming the clouds are so minute and light that they float in the air. The movements of the vapor as it rises and the action of the cooler upper strata of air upon it generates currents of air, the wind. This at first is just strong enough to ripple the surface of the water and stir the foliage of the trees. In the meantime, another element is at work. Every one presupposes an accumulation of electricity at a thunder storm. Electricity is present in the atmosphere all the time, but, as has been observed, it is always more powerful when any strong perpendicular currents of air are in action, such as cyclones, tornadoes, volcanic eruptions, waterspouts, thunder storms. Electrical manifestations are always accompanied by the downpour of water. This means that the condensation of vapor is closely connected with electricity. Why is it not an instance of electricity generated by friction? Rub two pieces of paper vigorously against each other and electricity is generated. Open the safety valve of a steam engine giving out vapor and electricity is produced by the friction of the steam and valve. In a thunder storm electricity may thus be generated by the friction of individual particles of water which have been driven about by the wind.

The two kinds of electricity, positive and negative, always try to unite. The ascending portions of the air and the clouds generally are charged with negative electricity, while the surface of the earth over which they swim are charged with positive electricity. Each seeks to unite with the other. The majority of the particles are not strong enough in electricity to span the space of air lying between, and can do so only under high tension. As the friction increases, electricity accumulates on the brims of the clouds and the projections of the earth's surface, trees, houses and mountains. The currents of air become sturdier. They bend the boughs of the trees, scourge the waves, lash the ships. The last feeble sun rays breaks through the massy clouds, casting an unusual, threatening, and uncanny light over the scene. The clouds gather more and more thickly, transforming themselves from the light cumulus clouds to rain clouds. The struggle of the negative and positive poles of electricity become more savage. If a metal ball is charged with electricity only the surface becomes magnetic. The interior is not electrified, similarly the microscopic drops of water forming the clouds are electrical only on their surface. Through the ever greater condensation they come nearer and nearer, and finally many together form one large raindrop. This larger raindrop contains all the electricity of the many smaller drops, but as its surface is more limited than their combined surfaces its electricity is of greater power.

Storm in All Its Fury.

The raindrops, too large and heavy to hover in the air, fall to earth. As the clouds merge, raindrops form more and more rapidly and the rain falls more violently and copiously. The storm is now fully developed, and unburdens itself with fury. Brilliant flashes of light produced by powerful electric sparks illuminate the darkness, and the thunder growls in the sky. The tension between the surface of the earth and that of the clouds has become stronger. The tracts of air which at first were too vast to be traversed by electricity are now the pathway of lightning, not only between earth and clouds, but also between cloud and cloud, negative and positive poles meeting whenever strong enough to cross the necessary space. The lightning comes in three forms. Zigzag lightning with its crooked, branch-like forks, is produced when electricity amassed in small proportional points opposite each other wishes to meet. The electricity seeks to spring across by the shortest route in a straight line, but is hindered by the resisting masses or air and clouds. Hence it goes as best it can, leaping to those spots charged with electricity, whereby it assumes its characteristic aspect.

Lightning Flashes 17,000 Yards.

Flashes a thousand yards long are not rare, while those 10,000 and 17,000 yards in length have been seen. The vast force of these long flashes may be guessed at when it is known that a streak a yard and a half long is the largest that our stoutest apparatus permits our eyes to inspect. Besides the familiar destruction of the bolt in houses, trees, beast, and man, it has been known to charge iron fences with magnetism. A single flash, as a scientific man has calculated, if utilized with customary illuminating apparatus, would yield enough power to light a city for a month.

TWAIN WANTED TO BE A PILOT.

Sad Ending to Cherished Ambition of the Noted Humorist.

An interesting yarn recently spun by an old St. Louis riverman seems to be a solution to the long-mooted question as to why Mark Twain never followed out his cherished ambition of becoming a Mississippi river pilot.

According to the old man Mark Twain never became a full-fledged pilot and never stood a night watch alone. In other words, while he had a pilot's license, his mastery of the great river craft on which he rode was always limited by the understanding that an older and more experienced head was within easy call. This was no discredit to the young pilot. On the occasion in question, it matters not what the year or boat, the steamer to which young Clemens was attached as cub pilot was bound up stream with a heavy cargo of cotton. At the officers' table the first day out from Natchez, Miss., the talk turned upon what to do in sudden emergencies, and especially in case of fire on a steamer loaded with cotton. The matter was discussed in all its bearings, each of those present giving his ideas upon the subject. Mark Twain, like most of the others, held to the notion that it was the pilot's duty in such an emergency to emulate the now famous Jim Bludso and "hold her nozzle to the bank till the last galoot's ashore." Immediately after dinner Clemens went to the pilot house to stand his watch.

Among those at the table was the assistant engineer, a young man whose experience of life had taught him to doubt the ability of human nature to carry out the projects of its more boastful moments. He went below at the same time that Mark Twain went aloft, but the two continued to think of the conversation just closed. The more the engineer thought about it the less credit he was disposed to give to the cub pilot's scheme, however nice it might appear in poetry or the newspapers.

As everyone knows the pilot house and engine room of a steamboat are connected, not only with bells for signaling, but with a speaking tube, through which the important functionaries who operate above and below can discuss the weather and politics in their spare moment. The mouth of the tube at the upper end is but little larger than the human mouth, but in the engine room it has shape of a funnel as big as a half-bushel measure. While the assistant engineer was pondering the emergency question he was also wiping off a portion of the machinery with a bunch of cotton waste, and as he reached the mouth of the speaking tube it was the work of but a moment

MARK TWAIN.

to touch a match to the inflammable material in his hand and thrust it far into the tube.

No one saw the act, but everybody on board heard from it in about a minute. Mark Twain, alone in the pilot house and still pondering the dire things he had heard of burning steamboats, especially when they happened to be loaded with cotton, was horrified to see smoke pouring from his end of the speaking tube.

There was but one thought in his mind. The boat was on fire. Dropping the wheel, which spun around and around as it left his hand, he grasped the rope by which the big bell was sounded and began pulling like a sexton, at the same time raising his voice in a cry of "Fire! Fire! The boat's afire!" Here the officers of the boat and the passengers are said to have found him, after hurriedly ascertaining that the alarm was false, still valorously determined to "save the ship." The boat, relieved of the rudder's guidance, had in the meanwhile swung around in the current and dashed full speed on a sand bar, from which it required half a day to drag her. And Mark Twain, having lost his nerve, left the river.

The Golden Fleece.

The King of Spain has conferred the order of the Golden Fleece on the Prince of Wales. The boy King is de facto one of the grand masters of an order which was instituted, at Bruges, by Philip, Duke of Burgundy, who was styled "the Good," as far back as February 10, 1429. The other grand master of the order is, of course, the Emperor of Austria. The Fleece went to the Hapsburgs "by arrangement," after the death of Charles of Burgundy, the "fighting Temeraire," in 1477, by the marriage of Mary of Burgundy with the Archduke Maximilian, afterwards Emperor of Germany. So it got to Spain. When the line of the Spanish Hapsburgs had become extinct, Austria claimed the sole grand mastership, and diplomacy had to intervene. In the result, the grand mastership became a dual affair. To wear the Golden Fleece of Austria you must be a sovereign, a prince of a reigning house, or a most illustrious noble. Presumably, you must also profess the old religion. On the latter point Spain is less exacting.

Farmers in Alabama.

The total number of farms in Alabama is given at 223,220, of which 129,137 are operated by white farmers and 94,083 by colored farmers.

An old bachelor, when he feels blue and discouraged, always regrets that he has no wife to whine to.

A man is usually doing the very best he can, or else the very worst he can.

COMMERCIAL AND FINANCIAL

New York. "Bright prospects in agricultural sections far outweight the adverse influence of labor disputes which are still retarding trade and manufacture. Confidence in the future is unshaken, dealers everywhere preparing for a heavy fall trade, while contracts for distant deliveries run further into next year than is usual at this date. Activity has been noteworthy in lumber regions, and fish packing made new records. Railway earnings are fully sustained, the latest returns showing an average advance of 3.9 per cent over the corresponding time last year, and 21.8 per cent over 1900."

R. G. Dun & Co.'s Weekly Review of Trade makes the foregoing summary of the trade outlook. Continuing, the Review says:

"Aside from the fuel scarcity and some congestion of traffic, the iron and steel situation continues propitious. Coke ovens in the Connellsville region maintain a weekly output of about 250,000 tons and find ready buyers at full prices. Much more could be used to advantage. Conditions are indicated by the number of orders going out of the country which domestic producers cannot undertake. Thus far the imports have had little influence on domestic prices, except as to billets, which are freely offered below the home market level. New contracts for pig iron were placed this week covering deliveries in the second quarter of 1903, and structural material is desired for bridges and buildings that will not be received until even more remote dates. Machinery and hardware trade is fully sustained, but there is idleness at tin plate mills and glass factories. Minor metals are steady.

"Foreign commerce at this port is still less favorable than in the same week last year, exports declining $3,775,699, while imports increased slightly. Failures for the week number 196 in the United States, against 173 last year, and fourteen in Canada, against thirty-one a year ago."

Chicago. The week was marked by a gain in all western railroad traffic and an increase in the volume of west-bound tonnage. This means the beginning of the period of active buying that has been predicted ever since it became evident that this would be a good crop year. In the Northwest the harvest is practically made, and conservativeness and hesitation through fear of possible eleventh-hour calamity are giving way to confidence and a desire for further business expansion. The West has begun buying heavily and is taking a full share of luxuries. The unusually large proportion of high-class freight carried, with its wide distribution, is highly gratifying to western railroad management. This western prosperity has been the keynote in everything of comment upon the general business in the country at large.

Some 300 locomotives were added to the equipment of the Great Northern, Northern Pacific and Soo roads during the year. The facilities for handling the Northwestern crops are materially increased over last year, yet even with this there is more concern lest the roads be unable to handle everything with promptness usually demanded by shippers. There will certainly be more tonnage this year than ever before and there is the opportunity for railroad earnings in the Northwest surpassing every previous record by far.

The grain trade is waiting for an estimate of the Northwestern wheat yield. Wheat prices, meanwhile, have been on sharp decline under influence of the favorable crop news. Looking over the whole field, everything in sight at present seems bearish. Statistically there are some things favorable to wheat and while they are naturally ignored at this time, they may be important later. For one thing, the world's visible supply of wheat now stands at only 47,376,000 bushels. A year ago at this time it was 71,920,000,000 bushels; two years ago 89,888,000 bushels, and three years ago, 90,192,000 bushels.

THE MARKETS

Chicago—Cattle, common to prime, $4.00 to $7.75; hogs, shipping grades, $4.25 to $7.30; sheep, fair to choice, $3.50 to $4.00; wheat, No. 2 red, 68c to 69c; corn, No. 2, 54c to 55c; oats, No. 2, 32c to 40c; rye, No. 2, 49c to 50c; hay, timothy, $11.00 to $17.00; prairie, $6.00 to $9.50; butter, choice creamery, 17c to 19c; eggs, fresh, 15c to 17c; potatoes, new, 40c to 60c per bushel.

Indianapolis—Cattle, shipping, $3.00 to $8.25; hogs, choice light, $4.00 to $7.22; sheep, common to prime, $2.50 to $4.00; wheat, No. 2, 67c to 69c; corn, No. 2 white, 53c to 54c; oats, No. 2 white, new, 30c to 31c.

St. Louis—Cattle, $4.50 to $8.00; hogs, $3.00 to $7.50; sheep, $2.50 to $4.25; wheat, No. 2, 65c to 66c; corn, No. 2, 54c to 55c; oats, No. 2, 29c to 27½; rye, No. 2, 48c to 49c.

Cincinnati—Cattle, $4.50 to $7.50; hogs, $4.00 to $7.40; sheep, $2.25 to $3.85; wheat, No. 2, 67c to 68c; corn, No. 2 mixed, 60c to 61c; oats, No. 2 mixed, 28c to 28½c; rye, No. 2, 55c to 56c.

Detroit—Cattle, $3.00 to $6.50; hogs, $3.00 to $7.45; sheep, $2.50 to $4.50; wheat, No. 2, 68c to 69c; corn, No. 3 yellow, 47c to 48c; oats, No. 2 white, new, 33c to 34c; rye, 51c to 52c.

Milwaukee—Wheat, No. 2 northern, 77c to 78c; corn, No. 3, 46c to 47c; oats, No. 2 white, 30c to 31c; rye, No. 1, 47c to 48c; barley, No. 2, 45c to 49c; pork, mess, $16.07.

Toledo—Wheat, No. 2 mixed, 69c to 71c; corn, No. 2 mixed, 55c to 56c; oats, No. 2 mixed, 28c to 29c; clover seed, prime, $5.17.

New York—Cattle, $4.00 to $7.40; hogs, $3.00 to $7.15; sheep, $4.00 to $4.10; wheat, No. 2 red, 74c to 75c; corn, No. 2, 63c to 64c; oats, No. 2 white, 64c to 65c; butter, creamery, 18c to 20c; eggs, western, 18c to 20c.

Buffalo—Cattle, choice [illegible] steers, $4.00 to $8.25; hogs, fair [illegible], $4.00 to $7.80; sheep, fair to [illegible] $3.25 to $4.25; lambs, common to choice, $4.00 to $6.50.