Names Children After States.

S. T. Dodson, a farmer of the South Canadian valley, proved himself very patriotic in naming his ten children after some of the states of Uncle Sam's empire. His six daughters are named Virginia, Carolina, Georgia, Florida, Idaho and Jersey. The Dodson boys are named Missouri, Ohio, Tennessee and Texas.—Kansas City Journal.

A Substitute.

"Are you going to get that automobile which the doctor ordered for your wife?" "Can't afford it, but we have almost the real thing. She puts on a pair of gasoline cleaned gloves, takes a long, long ride on the front seat of a trolley car, and walks back."

Balmy Sleep.

"Blessed be he who first invented sleep." Dear old Sancho Panza. You were quite right. A monument impressive as Bartholdi's to liberty in New York bay ought to rise to that inventor of "balmy sleep."

A man does not make an owl of himself by making a donkey of others

Real Elixir of Life.

Contentment is the real elixir of life. It is the real fountain from which flows the waters of perennial youth. Sometimes it costs an effort, a tremendous effort, to say it is all right, but the man or woman who can say it is much better off for thus looking at the sunny side of the world than the person who harbors grievances against all mankind and walks through the world burdened with the somber thoughts of his disappointments. The discontented perhaps never stop to think how much worse off they could be; that, no matter how few their pleasures, there are those in the world who have few or none at all; that given health and strength and the full possession of the senses, they are advantaged and blessed in the race of existence.

Inappropriate.

"Speaking of misnomers," said the critical person, "can there be a more glaring instance of one than calling a football field a 'gridiron?' A gridiron is a utensil for the cooking of meat. A football inclosure is merely the place where the slaughtering is done."

Hotel Recently Burned

The West hotel, at Minneapolis, which was partly destroyed by fire Jan. 10, was built twenty years ago by the late Col. John T. West and was considered to be the leading hostelry in the city. In it have been held scores of conventions and other large gatherings, and it is asserted that because of the accommodations the house afforded the Republican national convention of 1892 was held in Minneapolis. The vast lobbies of the West hotel are said to be unequaled in size in the United States. It has ranked as one of the show places of the city, and usually was visited by strangers. In the evening it was the rendezvous for business and professional men, its location at Fifth street and Hennepin avenue rendering it an available meeting place. At the time of its construction the West hotel was supposed to have been made as nearly fireproof as possible.

LANDSMEN IN THE NAVY

Middle West Largely Represented on Uncle Sam's Battleships

Not more than 5 per cent of the men of the United States navy are aliens. We have 30,804 man-of-wars men, and of these 24,913 are native-born Americans. Naturalized Americans number 3,415 and 1,337 have declared their intention of becoming citizens.

Of these nearly 31,000 men, it is interesting to learn that no fewer than 28,319 are whites. The remaining 2,500 men of color include 1,325 negroes, 513 Japanese, 384 Chinese, 217 Filipinos, 87 Samoans, 28 Porto Ricans, 26 Hawaiians and 5 North American Indians. This surely is variety.

We see no Filipinos, Samoans or Hawaiians on the continent, because the Filipinos are used among their native islands, the Samoans police the island of Tutuila and the Hawaiians are kept at the naval station at Honolulu.

Of the men of the navy who are not citizens of the United States, an extraordinary variety of former residence is discovered. From the Cape Verde islands in the Atlantic, the Caroline islands in the Pacific, the British East Indies, Armenia, Roumania, Turkey and Samoa these sailor lads have come to serve under the stars and stripes.

The subject of desertions from the American navy is one which excites much discussion, and in some quarters apprehension is expressed that desertions are an extremely bad sign of something. But during the year only 3227 men deserted, which is less than 11 per cent of the total enlisted strength, and this is said by competent authorities not to be alarmingly large.

The chief of the bureau of navigation, the philosophical Rear Admiral Converse, says that the navy can stand comparison in respect of desertions with any other calling. He asks, how many young men, after trying one trade, will abandon it for another? And he points out the peculiar temptations on shore to which the men of the navy are subjected, and the number of apparent desertions which are only delays in reporting for duty.

Admiral Dewey said recently that most of the bright young enlisted men of the navy come from Chicago and the middle west. The navy department has prepared figures which show that one-fifth of the enlisted personnel are supplied by the states of Illinois, Michigan, Minnesota, Wisconsin, Iowa, Missouri and Nebraska.

Those figures have their significance as regards groups of states, but the fact is, that New York leads, with 5,548 of her sons in the navy, and Massachusetts follows with 2,971. As a matter of percentage of population, Massachusetts sends a greater ratio than New York.

Pennsylvania is third, California is fourth, Ohio is fifth and Illinois sixth, in the number of representatives who enlist in the navy. It is an interesting fact, that there is not a state in the Union which has not its representative among the enlisted naval force of the United States. Indian Territory and Arizona, New Mexico and Oklahoma also are represented.

For obvious reasons fishermen were once the best sailors, and they make good sailors to-day. It is told how Commodore Hull in the Constitution fought the British frigate Guerriere in the war of 1812, and won a glorious victory with a green crew that he had just picked up from among the fishermen of New England.

Now, however, sailors are not needed to operate the giant machines of the modern man-of-war, and so from the interior recruits are coming who are as good naval men as any in the world.

With the commission of new men-of-war, more men will be needed for the navy, and the department has asked congress for 3,000 additional. At least five battleships and a number of other craft will have to be commissioned in the year 1906.

There is no doubt that the navy will be able to get as many men as it wants and can have with the permission of congress. Throughout the country during the last year a total of 41,239 men presented themselves for enlistment, but the requirements observed caused the rejection of 28,097 applicants.

More than 13,000 applicants were accepted. These figures are significant, when it is remembered that the total number of desertions were only 3,227.

Not the Worst Literature.

One of our correspondents wants to know if it is not "time to call a halt, in fact, to place an embargo, on the further publication and even sale of all 'dime novel' literature." Perhaps he could do it, but we confess that we would neither like to undertake the job nor see it undertaken by anybody else whose name occurs to us at the instant. It strikes us that for the suppression of such dime novels as are really bad under any rules of imaginable formulation there are already laws in full abundance and that all the rest may well be permitted to take their chances with the public to which they appeal. And we are not a bit worried, either, about the effect they have upon that part of the public. The boys who read these little books might easily employ their time to worse advantage and we are not aware of any distinctly and measurably evil influence they exert.—New York Times.

One Problem of the Day.

The displacement of really skilled workmen by the almost automatic operations under the "piece work" system; the dependence of the operative upon the machine; the segregation of workers in industrial centers; the constantly growing tendency to work machines and men at their topmost speed—all these things taken together have one inevitable result. The worker is drained of his vitality, and after a day's work not only has no energy left for living the remainder of the twenty-four hours anything like the intellectual and social life that should be possible to him, but after a few years becomes a worn out relic of this modern industrial system, a burden to society and to himself. There is here a tremendous problem, the satisfactory solution of which is important not only to the worker but to the captain of industry as well.—Engineering Magazine.

SUICIDE ENDS FORGER'S LIFE.

Business Receptions of Leland W. Prior Are Amazing.

Leland W. Prior, who committed suicide in Cleveland because of big losses in copper stocks, was president of the Cleveland stock exchange and a member of the New York and Chicago stock exchanges and the Chicago board of trade.

The story of the forgeries of Leland W. Prior and their discovery is an astonishing revelation of the power of business credit. Prior's whole business biography is a story of credit—credit carefully built up, cherished for years, then abused and strained to the breaking.

Prior went far beyond that other modern instance of the potency of credit, Mrs. Cassie L. Chadwick, whose case his own closely parallels,

and from whom, it is more than likely, he received his inspiration. For one thing, it is now known that his first step in his fatal career of stock counterfeiting was coincident with the exposure of the woman's crimes in December, 1904.

The securities he deposited as collateral for large loans were utterly worthless. The signatures of municipal officers attached to them were forgeries of the crudest kind. So assured was Prior's confidence that his credit would carry this fictitious paper through that he made scarcely any effort to disguise his handwriting when signing other men's names under promises to pay thousands.

The statement is made that fifty smaller Ohio banks hold spurious securities sold by Prior. In none of these cases will the losses be large. The American Bankers' association has directed an investigation of the sale of forged bonds to see if Prior had any assistants in the forgery.

TO MARK CENTURY'S PROGRESS.

American Board for Foreign Missions Will Celebrate.

One sultry day in summer 100 years ago a band of five young men gathered in a grove in Williamstown, Mass., to hold a prayer meeting. Soon a thunder storm came up, and they crept under a haystack nearby and continued their talk on the need of spreading the gospel into Asia, and they determined to go to that heathen land as missionaries. It was then that the movement for foreign missions started that now encircles the world, and it is this humble beginning that the American board will celebrate in fifty leading cities of the country, beginning Jan. 23, by a missionary campaign carried on by a great number of officials, missionaries, clergymen and laymen. Almost fifty years ago a marble monument was erected on the spot in Williamstown where the first meeting was held, and for the

"haystack centennial," as it is called, the cause will be presented in the light of the extraordinary promising conditions in missionary work, especially in China and Japan.

Geronimo Takes Eighth Wife.

Geronimo, the famous Apache warrior, 76 years of age, believing life too strenuous without a helpmate, has for the eighth time become a benedict. This proved startling news to his tribesmen at Lawton, Oklahoma, for they were not informed of his wooing. Two years ago Geronimo's seventh wife died, and since then he has been converted and become a Christian. His latest bride was Mrs. Mary Loto, an Apache widow, aged 58. The wedding occurred during the Christmas holidays, but only became known a day or two ago.

Blind Musician of Ability.

Carlton J. Balfour, a blind Kansas City youth of 20, is a musical composer of ability, some of his work having been published. Usually blind persons learn music by ear, but young Balfour has his sister read (not play) the notes for him. He is able to retain the combinations a long time in his mind. He lost his sight through an accident at the age of three years.

OMAHA GRAIN EXCHANGE

WHAT IT HAS DONE TOWARD MAKING a MARKET.

Address Delivered by Gurdon W. Wattles, President of the Exchange, at the Third Annual Meeting of the Farmers Co-Operative Grain and Live Stock Associatoin at Lincoln, Jan. 17

At the first meeting of the co-operative grain and live stock men held in Lincoln, Jan. 17th, there were 250 present. President J. S. Casady of Minden presided.

G. W. Wattles, president of the Omaha Grain Exchange, at the evening meeting addressed the co-operative men on the subject of the Omaha grain market. He said:

It is indeed a pleasure for me to attend this meeting of the producers of the state and address you on a subject of much interest to myself, and I am sure, of great importance to you—The Omaha Grain Market. Fortunately for me my early life was spent on a farm in the new and growing west. I was there taught by experience those lessons of frugality and economy which must be practiced by farmers and their families. I there learned the lesson I have never since forgotten, that the farms are the source of all the wealth in the nation, and that those policies of government or customs of commerce which affect the producing classes are of the most vital importance to the general business interests of the country. So that when the proposition was made to establish a home market for the grain of Nebraska it met with my most earnest support. In its establishment I saw the opportunity to increase the value of the grain produced in Nebraska, and incidentally to increase the commerce of the city in which I live. The advent of an independent line of railroad to Omaha from the markets of the north and east and the encouraging words of its president inspired the grain merchants and business men of Omaha to organize the Omaha Grain Exchange and it was opened for business on February 1st, 1904.

It was the firm purpose of the promoters of this exchange to compel the recognition of this market by the transportation companies and to get a readjustment of railroad rates on grain throughout the state so that shipments to Omaha and from Omaha on to other markets could be made for the same tariff as the through rate from place of origin to those markets. In other words, we demanded that the sum of the two locals should not exceed the through rate. This demand was refused by those roads which had lines running to the east and west of Omaha, and the war was begun by one of these roads cutting their through rates to Chicago on grain 2 cents per hundred. This cut was met by the Great Western Railway and all succeeding cuts, until the rates from Omaha to Chicago were reduced to 1½ cents per cwt. for corn and 2½ cents per cwt. for wheat. At the same time a suit was commenced by the officers of the Exchange in the Federal Court to enjoin this road from further discrimination against the Omaha market. The jobbers and large shippers of merchandise in Omaha were organized, and they readily agreed to route their freight into Omaha over those roads that were friendly to our market. By such determined efforts and with a fighting fund of nearly $100,000 on hand the battle was soon won, and on May 10, 1904, rates were adjusted by all roads entering Omaha in accordance with our demands. Briefly stated, local rates on wheat from Omaha to Chicago were reduced from 21 cents per cwt. to 17 cents per cwt., and the proportional from 21 cents per cwt. to 12 cents per cwt. The local rates on corn were reduced from 18 cents per cwt. to 16 cents per cwt., and the proportional from 18 cents per cwt. to 11 cents per cwt. A similar reduction was made on other grains to Chicago and on all grains to other markets. At the same time local rates from points tributary to Omaha were reduced from 298 stations and through rates from 725 stations. While this general reduction of rates has been very beneficial to the producers of Nebraska there have been frequent special rates to gulf ports and to eastern markets which were unknown before the establishment of the Omaha Exchange. During nearly all of last winter a cut rate from Omaha to the gulf of 11 cents per cwt. on corn was in force, while for the past two months we have had a cut rate from Omaha to Baltimore of 18 cents per cwt. on corn. This is the same traffic we formerly paid from Omaha to Chicago before our Exchange was established. So that I am safe in saying that the advantages in railroad rates alone, secured by the Omaha Grain Exchange, have during the past two years been equal to 2 cents per bushel on all the grain shipped from Nebraska. But this has not been the only advantage of this Exchange to the state. No less than ten terminal elevators have been built or are in course of construction. These elevators range from one million bushels down to 50,000 bushels' capacity. The present storage capacity of our terminal elevators is about 5,000,000 bushels, and this will soon be increased by the Nye-Schneider elevator with 1,000,000 bushels' capacity. The storage of large quantities of Nebraska grain near at home makes it possible to sell to exporters or large consumers to better advantage than before we had a home market. Until recently no such large purchasers came west of Chicago for grain. Since the Omaha Grain Exchange was started many such purchases have been made from our grain merchants, and rates direct from Omaha to Liverpool and other foreign markets have been secured. In some cases these rates have been very advantageous to our market.

It has been conceded by close observers for many years that the soil and climate of Nebraska are admirably adapted to the production of good marketable corn. Our corn is always well matured and generally grades higher than the corn of other western states. By storing our high-grade corn at a convenient home market and keeping it free from the lower grades from other states, we will soon establish a special demand for Nebraska corn at an advanced price. The lecturers, who have been sent out by our State University for the past few years to instruct our farmers in the importance of careful and intelligent selection of seed corn, have done an invaluable service to the state. In promoting this worthy work the railroads of Nebraska are entitled to credit and praise. I believe that within a few years Nebraska corn will be sold at a premium throughout the world.

The Omaha Grain Exchange was organized to increase the value of grains produced in Nebraska and to increase the commerce of Omaha. There can be no question as to the benefit it has brought to Omaha, the metropolis of our state, of whose commerce, enterprise and greatness we are all so justly proud. Every man, woman or child in that city who has seen the great elevators spring up as by magic, or the busy scenes around the Exchange building, crowded to overflowing with commission merchants and brokers, knows of its benefits to our city. The great banks there that hold the surplus funds of the smaller banks throughout the state have had the oportunity, unknown to them before, of loaning their surplus on grain in store—the best security in the world. Enterprising grain merchants from eastern markets have established offices and sent representatives to live and labor in our city. Elevator owners throughout the state are building terminals to be near the central force which commands railroad rates and attracts the attention of exporters; for wherever large quantities of produce is stored there the best purchasers may be found. This purpose of the business men of Omaha, who started this Exchange, has been accomplished. The commerce of our city has been increased

But the benefits have been even greater to the producers of the state, which, if you bear with me, I shall attempt to prove. According to the government reports, issued by the Department of Agriculture, the average farm value of corn in the state of Nebraska for 1903 was 28 cents per bushel, winter and spring wheat 54 cents, oats 27 cents. Comparing these values with those in Kansas, a state similarly situated, and we find that the farm value of corn for that year in Kansas was 36 cents, or 8 cents over Nebraska, winter and spring wheat 59 cents, or 5 cents over Nebraska; oats 30 cents, or 3 cents over Nebraska. For some years previous to 1903 a similar discrepancy existed against Nebraska in favor of Kansas. Compared with other western states we find the Nebraska producers did not receive, up to and including 1903, as much for their grain by several cents per bushels as the producers of other states, even after making a liberal allowance for distance from Chicago and eastern markets. Kansas has had a home market at Kansas City for several years. Since the Omaha market was established the discrepancy in the farm value of corn has almost disappeared, so that by the government report for 1905, just printed, we find that the farm value of corn in Nebraska for this year was only 1 cent per bushel less than in Kansas. This only amounts to about the difference in the cost of transportation to the gulf ports. While the discrepancy against Nebraska in the farm value of wheat and oats still exists, it may be explained by the superior quality of these cereals last year in Kansas. If it be true, as indicated by the government reports, that the Omaha Grain Exchange has increased the farm value of corn in Nebraska by 7 cents per bushel, we can place to the credit of that institution the enormous sum of $18,500,000 saved to the farmers of Nebraska on the crop of 1905 alone. It cannot be denied that the Omaha Grain Exchange has added at least 2 cents per bushel to all the grain produced in Nebraska by securing lower rates of transportation to eastern and foreign markets and by establishing better grading and opening better markets. This saving to the farmers of this state amounts to $7,500,000 per annum on a full crop. Even this has justified the existence of the Omaha market. Two cents per bushel adds one dollar per acre to the income of land which will produce fifty bushels to the acre. One dollar per acre additional income is 5 per cent on $20 per acre additional value. The claim therefore is not unreasonable that the Omaha Grain Exchange has been one of the important influences which has caused the enormous increase in the values of our farm lands in this state during the past two years.

Before the Omaha Grain Market was established very little of our grain was exported by way of the gulf ports. But one of our grain carrying railroads published rates to southern and gulf markets, and last year nearly all the corn exported from Nebraska went by way of the gulf at lower rates of transportation than ever before known. Let me repeat then, and if possible emphasize my claims for the Omaha Grain Exchange. It has greatly increased the commerce of Omaha. It has secured better transportation rates. It has opened new and better markets. It has increased the value of all Nebraska grains. It has a central force, a compact organization necessary in these times for effectual work. It should therefore command the support and co-operation of all who seek to improve the condition of the producers of our state.

When I hear of projects to establish other markets in Nebraska, I am reminded of the advice given by a father to his seven sons. He bound together a number of sticks and offered a reward to the one who would break them. They all tried and failed, but when he unbound them, he broke them one by one with east. There are those in Nebraska who would be glad to see numerous grain markets established in order to dissipate the central force of one powerful organization, but those who favor this plan are not working for the producers' interests. It matters little to the men who earn their bread by the sweat of their faces, who work in the fields and who are the bone and sinew of all our greatness, where they sell the results of their toil. It matters much to them and to us all that they shall receive the highest possible reward for their labors. One great live stock market in our state has been of inestimable value. One great grain market will be of equal benefit.

That which has been accomplished in the two years existence of the Omaha Grain Exchange should be an inspiration to us all. The receipts for the first eleven months of its existence amounted to 15,370,000 bushels. The receipts for the past twelve months have been 34,523,500 bushels, divided as follows:

	Bushels.
Corn	19,771,000
Wheat	6,518,200
Oats	7,776,000
Barley	208,000
Rye	250,000

The increase during its second year has been over 100 per cent. Our market has in less than two years become the third primary corn market in the United States. It now ranks seventh in receipts of all grains. A good home market is perhaps more important to Nebraska farmers than to those of any other western state. Owing to the unsatisfactory condition of the cattle feeding industry in this state our farmers sell a greater proportion of their corn than those of other states. I make the statement without fear of successful contradiction that Nebraska produces more marketable corn than any other state in the Union, and that we sell more corn in the markets of the world than any other state. To secure better grading, lower transportation and the best ultimate markets to be found in the world for Nebraska grain is the ambition of the officers of the Omaha Grain Exchange.

Nebraska is pre-eminently a grain producing state. The annual income from the surplus products of the farms and ranches of this state exceeds the sum of $200,000,000. It is this income which has in the past forty years converted a barren plain into a garden, that has replaced the sod houses of the pioneers with modern dwellings, that has been the fountain which has supplied the commerce to build the cities and towns within our state. It has been truly said, "If we destroy the farms, the grass will grow in the streets of the cities." It is therefore of vital importance to every loyal citizen of our state that we guard well the rights and interests of the producers on whom all our property depends.

On the shield of Nebraska is emblazoned the motto, "Equality before the law." This motto has been condensed by our able and fearless president into three words, which all westerners understand, "A Square Deal." No citizen has a right to expect more, no one can afford to accept less. If in the past the producers of Nebraska have been deprived of a part of the results of their toil by unlawful combinations formed to prevent fair competition for their products, such combinations should be forever ended by all the lawful forces at our command. If we have not sufficient laws on our statute books to insure every producer of this state "a square deal" in the marketing of his products, such laws should be speedily enacted. Every young man, whether he lives on the farm or in the city must have an equal chance with his fellows in the battle of life. This is the principle for which our forefathers fought; against it no combination nor corporation can successfully contend. The railroads of this state must be compelled to grant the same rights and the same rates to the small shipper as to the large. Secret rebates, which destroy the weak and increase the strong, cannot be justified either in law or morals, and must be stopped. The right to engage in the grain trade and to erect elevators at all stations in the state must be conceded. The right to maintain a home market for the grain of Nebraska, with equal privileges, equal rates and "a square deal" with other markets is a purpose which will appeal to the great army of producers throughout the state, and no corporation nor individual, however powerful, can afford to withhold or abridge this lawful and just purpose. The Omaha Grain Exchange asks no charity nor unfair concessions. It desires peace, but is able and willing and ready to fight for its rights and the rights of its patrons, if necessary