

The County in General

The "Doings" of Our Country Friends and Neighbors.

VERDON.

Ed Sailor was down from Howe last week.

John Hall was a Falls City visitor during the week.

Mrs. Ora Houtz of Adams, Neb., is visiting relatives here.

Charles Rickard was up from Falls City the past week.

J. L. Dalbey of the Shubert Citizen was in town Tuesday.

Dr. Thomas, wife and baby went to Lincoln Wednesday.

J. W. Cullen entertained Roy Ross of Howe a few days last week.

Lou Fritz purchased a Ford touring car of Walter Veach last week.

Harry Lum has returned from a visit to his brother at Dodge City, Kansas.

Mrs. Carol West came down from Auburn last week for a visit with her parents.

John Leefers returned last week from Omaha, where he went to purchase his fall goods.

Mrs. Fred Gibson and little son came down from Auburn to visit Mrs. Warren Douglas for a few days.

Clarence Stump left last week for Long Island, Kas. His father accompanied him as far as Falls City.

Charles Hartman and children came down from Howe for a short stay with Mrs. James Wells and family.

Miss Hazel Raper returned to her home in Omaha Tuesday. She was accompanied by her cousin Blanch Goolsby.

Carl Lippold, wife and little son came up from Falls City Sunday and spent the day with Geo. Fogle and wife.

Miss Nellie Zumbrunn arrived Thursday afternoon from Reserve for a visit with her cousin, Miss Valetta Dietrich.

Grandma Patterson is very ill at her home in this city. Eunice Cornell came down from Peru to help care for her.

Mrs. Phillips and two daughters left Monday for Warrensburg Mo., where the latter will make their future home.

Beecher Cornell left the first of the week for Lincoln where he will visit a short time with his mother and sister.

Mrs. Harriett Otto is very ill with cancer of the stomach. She has been taken to a hospital in Omaha for treatment.

Dr. Shook of Shubert was called here Monday morning by the serious illness of the little son of Mr. and Mrs. Joe Estas.

Mr. and Mrs. Ed Kuker returned this week from Norcatour, Kas. where they have been visiting George Jom and family.

E. E. Ewing made a trip to Woodlawn, Kansas in his auto last week. He was accompanied home by Mr. and Mrs. Stoffer.

Ray Arnold left Wednesday for Crete, where he will visit friends a few days, after which he will go to Spencer, Nebraska, where he has the position as teacher in the high school.

James Shubert and family stopped for a short time last week to visit with Ed Shubert and family. They were on their way to their home in Shubert, after spending four weeks with relatives in Kansas.

Thursday evening while helping to drive some cattle from the pasture, little Cyrus Nedrow met with a very painful accident. One of the animals became vicious and attacked him. He received severe cuts on his face and hip, besides being badly bruised.

HUMBOLDT.

Walter Legg attended to business in St. Joe Monday.

Anton Kohn of Pawnee City was in Humboldt Monday.

Mrs. C. K. Cooper visited with friends in St. Joe Wednesday.

Charles Goddard attended to business in Shubert Tuesday.

Will Poteet of DuBois was in this city the first of the week.

The band boys furnished music for the Verdon picnic Thursday.

H. E. Boyd spent the first of the week with relatives in Salem.

S. S. Zimmerman was a business visitor in Falls City Wednesday.

Dr. Mary Bowers of Pawnee City spent a portion of the week in Humboldt.

Rev. Bounds and wife visited relatives in Lincoln the middle of the week.

Will Carsh of Salem was a business visitor in this city the first of the week.

Mrs. Emma Philpot and child-

ren are visiting relatives in Burchard this week.

Miss Cecil Youngman spent a short time with friends in Fortescue, Mo. this week.

Mrs. Frank VanWinkle and children left Wednesday for a visit with relatives in Peru.

Miss Frankie Shields of Falls City is a guest of her friend, Miss Bertha Simmons, this week.

Miss Bertha Henrys of Marysville, Kas., is a guest at the home of her sister, Mrs. Wm. Bahl.

The missionary society of the Presbyterian church met with Mrs. James Atwood Thursday.

W. A. Spees, one of the early settlers of Pawnee county was in this city the first of the week.

Rudolph Hnizda and wife came down from Table Rock Sunday to spend a short time with relatives.

Miss Minnie Buerstetta came up from Leavenworth to visit her brother, Ambrose Buerstetta and family.

Rev. Will Atwood and wife of Brookfield, Mo., spent part of this week with friends and relatives in this city.

Mrs. Della Sanders returned to Kansas City Thursday after a pleasant visit with friends and relatives in this city.

Miss Effie Garrett returned on Wednesday to her home in Sheridan, Mo., after a visit with relatives in this vicinity.

Mrs. Charles Wilson and son returned to their home in Lincoln the last of the week after a visit with relatives in this city.

Claud Ferguson and family returned to their home in this city Monday after a visit with relatives in Hastings and Beaver City.

Mrs. Sue Miller, of Oklahouma City, who has been visiting relatives in this city, left Tuesday for a visit with Pawnee City friends.

Miss Daisy Albright returned the first of the week from Falls City, where she had been visiting relatives and attending the institute.

Herbert Ford, who has been spending the summer in Lincoln, has returned to this city to spend a short time with his parents, J. M. Ford and wife.

Elmer Wood and family of Table Rock, who recently returned from a trip to the western coast, spent Sunday with L. R. Mann and wife in this city.

After a months vacation spent in different parts of Iowa and Missouri, Rev. Cardy and wife, returned to their home in this city the first of the week.

Gail Thompson and family of Auburn and Wm. Carsh and family of Salem attended the funeral of Mrs. P. D. Thompson, which was held in this city Friday.

Mrs. George Bridgeman and baby and sister, Miss Millie Chartron returned to their home in Burchard, after spending a few days with relatives in this city.

James Henry, the infant son of Charles Atwood and wife, died Sunday afternoon. Funeral services were conducted by Rev. Bounds at the Atwood home on Monday.

OHIO.

Mr. and Mrs. Woodring spent Sunday with friends near Barada.

Clarence Peck was down to Fairview, Kansas the first of the week.

Frank Cook and Wallace Cully left for Idaho Wednesday to look at land.

Edna and Vera Shaffer went to York last Sunday to attend a camp meeting.

Frances Knight of Falls City visited with her grandparents a part of this week.

Laura Ruegge of Falls City is spending the week with her sister Mrs. E. M. Kimmel.

Wes Nedrow and family spent Sunday in Falls City with Mrs. Nedrow's parents.

Mrs. John Fields has returned home from an extended visit with relatives in owa.

Mr. Melvin went to Bushnell, Ill. Saturday, being called there by the death of a brother-in-law.

Mable Auxier of Verdon spent a part of last week with her uncles, H. J. and O. B. Prichard and families.

H. J. Prichard and family and Joe Cully and family spent last Sunday at the home of O. B. Prichard Sunday.

Frank Uhlig, who has been suffering the past week from sciatic rheumatism, is somewhat improved at this writing.



WOMAN'S CHICKEN FARM PAYS

Methods That Make It Profitable All Year—Squab and Standard Broilers Best.

"November is one of the busiest months in the year on my chicken farm," a woman who lives in eastern Pennsylvania and raises chickens for the New York market told a reporter. "Chickens hatched this month are sold in February as squab broilers and fetch the highest prices.

"Of course the price depends on the demand, and so far as my experience goes the demand in February for squab broilers far exceeds the supply. Last year I received \$1.20 a pair for all the birds I could supply during the month. According to my books it cost me just 54 cents a pair to raise them, so you can calculate my profit.

"I have been in the business for six years now and for the last four have been making a good profit on the capital and time invested. The first two

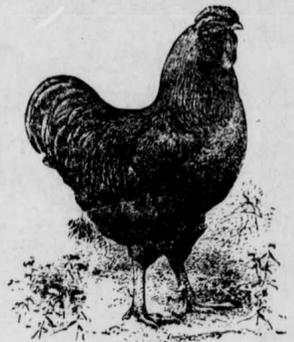


A Plymouth Rock Cockerel.

years I was glad to make both ends meet. There is something more than luck in raising chickens for the market, as any person who makes the attempt will soon find out.

"I had had experience in raising chickens for home consumption when I decided to go into it for profit. I invested \$300 in buildings and stock with the expectation of doubling my capital in the first year. My profit, deducting wages for myself and my daughter at the usual rates, was less than \$5. The second year it was something over \$15. Since then it has been steadily increasing until now we count it by the thousand.

"As to breed, any variety of the Wyandotte or the Plymouth Rock family is desirable as a market breed because of their yellow skin and legs and their ideal market shape. I pre-



Wyandotte Prize Winner.

fer the buffs because of their entire absence of colored pin feathers at all stages of their growth.

"Squab broilers hatch from November to March inclusive and are ready for market from February to the middle of May. For a pair \$1.20 is as much as I have ever received and 60 cents a pair is the lowest price. Such broilers weigh from 1 1/4 pounds to two pounds.

"I have heard of people who raised birds of this size in eight weeks, but it takes me nine weeks to raise the smaller birds and 11 to raise the two pounders. The smaller bird is most popular in February."

Demand for Capons.

There is a market for capons in all large cities, where they find sale at much higher prices than common fowls. The season for them is from the holidays till young broilers come in early summer. The commission men are anxious to get them, because they are ready sale and move quickly. Every farmer and poultryman could add much to his income from poultry each year by castrating all of the male birds and feeding and holding them for the winter's trade. The same method is always used with hogs and beef cattle, which sell for only five to eight cents a pound, while capons sell at from ten to twenty cents a pound, which is very large profit on even high priced grain.

Eradicate Lice and Mites.

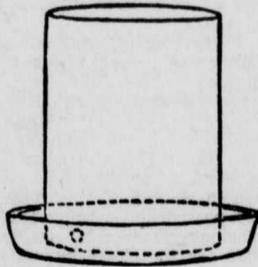
If the lice and mites have gained a strong foothold, washing the interior with hot soapsuds, with a good mixture of carbolic acid, will do the work. Apply it scalding hot with an old broom or hand sprayer. Boiling hot water alone will kill most of them, and the soap and acid will get the rest.

HOME-MADE CHICK FOUNTAIN

Handy and Inexpensive Receptacle for Watering Little Ones—Many Advantages.

The above sketch illustrates a practical chick fountain which can easily be made from a tin can and an earthen or tin dish.

Procure a tin can about four inches in diameter (baking powder usually comes in cans this size) and punch a hole in the lower rim with a nail about



Chick Fountain.

five-eighths of an inch from the bottom; fill with water and place a dish over same (diameter of dish must be about two inches larger than diameter of can).

Turn the can and dish over quickly and set where desired.

The advantages of this simple arrangement are many, the chicks cannot stand in the water and foul it, neither can they turn it over, and the dish is automatically filled from the tank as fast as the chicks drink it.

RATION TO FATTEN POULTRY

Method Adopted at Maine Station and Gives Much Satisfaction—Coops Are Used.

At the Maine station the following ration for fattening is fed to fowls in small pens with great success.

Hundred parts of cornmeal.
Hundred parts wheat middlings.
Forty parts of meat meal.

This was fed as porridge, thick enough to drop, but not run, from a spoon. Milk is preferable for moistening the mixture.

French and English fatteners who make a specialty of the business of fattening thousands of chickens each year confine them in small coops. The coops used at the Maine station had a floor space of 16 by 23 inches, in each of which four chickens were placed. This method can be used when the space is limited. At the Maine station it was found that chickens fattened in a pen put on weight as rapidly and at as low cost as those in crates or on which cramping machines were used.

Where a pen is used the fowls should have shade, grit and the water must be fresh and plentiful. Feed them three times a day and be careful to see that none is left in the troughs between meals.

Poultry Business.

The poultry business is not adapted to sluggards. The lazy man loses money with hens. Every neglect in poultry raising has its cost.

He who is constantly complaining about "bad luck" is only advertising the fact that his methods are at fault. Bad luck investigated will nearly always prove to be wrong management. Good luck and proper management are akin.

POULTRY NOTES

All poultry that are not pure-bred are not scrubs.

The houses and pens the fowls are placed in should be scrupulously clean.

Generally a hen with a nice, clean-cut head and a full, bright eye will be a good layer.

Crossing an African gander on Toulouse geese is said to give the largest sized offspring.

It is well to consider what is the best treatment of fowls while they are passing through the moult.

Fowls always seem to moult earlier and quicker when they are warm and in places where they are exposed to the sun.

When moulting actually commences, it is best to feed liberally on rations which are easy of digestion and rich in protein.

The cockerels should be culled out early and sent to market. Pullets will develop much better if this is done.

Some hens in every yard are too old for good service. Have you any? Good time right now to get rid of them.

Among the several varieties of the Cochins family the Partridge is considered by many to be the most beautiful. Skimmed milk is a good feed not only for raising calves, and pigs, but it is also an excellent feed for raising chicks and for egg production.

It is as difficult to name the best breed of fowls as it is to name the best breed of hogs or sheep, or the best make of corn planter or cream separator.

Many people are realizing the profit in raising heavy geese, as they are worth more a pound than the lighter breeds and every year there is more demand for the Toulouse.

Of first importance is to keep young stock growing vigorously. Too many poultry raisers compel their young stock to shift too much for itself during the middle and last summer months.

FREIGHT BY WATER

COSTS ONLY ONE-SIXTH TO ONE-TENTH AS MUCH AS BY RAIL.

TRANSPORTATION'S BIG TOLL

American People Annually Pay Out Three Times as Much for Transportation as They Pay for Support of the Government.

Do you know that the people of the United States pay out each year about three times as much in transportation taxes, that is, for the carriage of freight and passengers, as they pay in taxes for the support of government, national, state and local?

That transportation affects the price of everything that everybody buys, sells, eats, wears or uses in any way whatever—air, water and sunshine excepted?

That cheap transportation benefits both the producer and the consumer, making wheat and cotton higher and flour and cloth lower at one and the same time?

That the cheapest known transportation is water transportation, costing, on the average, from one-sixth to one-tenth as much as transportation by rail?

That the direct saving on the goods actually carried by water in the United States is over \$550,000,000 a year?

That railways always make lower rates when subject to the competition of waterways than where such competition does not exist?

That the indirect saving, thus caused, is probably as large as the direct saving given above?

That both the direct and indirect saving would be largely increased by the further improvement of our waterways?

That waterways always increase the profits of the railways with which they come into competition? For the reason that waterways, by giving cheap transportation for raw materials, actually create both industry and commerce? As is indicated by the fact

That in 1900 there was only one city in the United States, with a population of 150,000 or over, which was not located on a navigable waterway? And further

How Frankfort Benefited.

That Frankfort, Germany, grew more in the twenty years after the River Main was canalized than it had grown in the two hundred years before? And again

That Germany, which is nearly 60,000 square miles smaller than Texas, but has one of the finest waterway systems in the world, had in 1908 a foreign commerce greater than that of the United States by over \$500,000,000?

That throughout the civilized world the largest cities, the densest population, the busiest and most prosperous people are to be found along navigable waterways?

That the surest and speediest way to develop the resources of the nation and every state and section thereof, to increase the growth of every city and community in the country, to promote the prosperity of every interest, including the railroads, and of every citizen, east, west, north and south, is to improve all our waterways as fast and as far as we can?

That money used for the improvement of waterways, wisely planned and honestly constructed, is not an expenditure but an investment, which will pay a dividend of at least 100 per cent a year?

Provision for Funds.

That the benefits which would result from the comprehensive improvement of our waterways, and the losses which would follow our failure to make such improvement, are so enormous, that funds should be provided by the issuance of bonds—as has been done by railways—so that the work may be begun at once and finished as soon as possible?

That the national government claims exclusive jurisdiction and exercises supreme control over all navigable waterways? And therefore

That it depends entirely on the congress of the United States whether the work of creating a great national system of waterways shall be done at all and how soon it shall be finished?

That the vote of the member of congress from your district will help to decide the policy of the government with regard to waterways?

That the action of congressmen is influenced by the wishes of their constituents, when they know what those wishes are?

That you have the right to ask the candidates for congress in your district to state their position on this question now, before the election?

That you are blind to your own interests if you do not ask your candidates to pledge themselves to work and vote for waterways if elected, and then demand of the one who is elected that he shall keep his pledge?

The facts and figures given in this series of articles have been submitted in the hope that those who read them would see the importance of the policy of waterway improvement advocated by the National Rivers and Harbors congress, and would aid in securing the adoption of that policy. How well they have served the purpose for which they were written must be left for their readers to decide.

Every obstruction to the free and open navigation of our waterways is a brake on the wheels of industry.

CANALS FOR BENEFIT

LESSON FROM EUROPE SHOWS HOW WATERWAY IMPROVEMENT HELPS RAILROADS.

HAS A CREATIVE EFFECT

Construction of the Manchester Ship Canal Shown to Have Rejuvenated Many Dying Towns—Many Give Similar Experiences.

In previous articles it was shown that the waterways carry goods more cheaply than railways do or can and compel the railways to carry for less than they otherwise would, and then the claim was made that the improvement of waterways is a benefit to the railways with which they compete. Several instances were given to support this claim and many more might be given if space allowed, for the writer, who has studied the subject for 25 years, has found many instances of benefit, and not a single instance of harm, to railways from the improvement of waterways. It is now in order to see if we can find a reason for this rather surprising result.

Waterways, as has been said before, produce benefits in three principal ways—by direct saving in the cost of transportation of goods carried by water, indirect saving, by the lowering of railway rates through the competition of water routes, and by what may be called a creative effect. It is this last named effect which we are now to consider.

Manchester, England, before the construction of the ship canal, was a dying town. Hundreds of stores and thousands of dwellings were empty, factories were closed—some moved away—and population was decreasing. With the opening of the canal all this was changed. Factories reopened, new ones were built, the empty houses were refilled and thousands of new ones built to accommodate the population that came pouring in. And the benefits were not confined to Manchester alone, but were distributed over the whole great industrial region, containing over 8,000,000 people, of which Manchester is the center. It was not only natural, but inevitable, that the great increase in population and prosperity in Manchester and the surrounding region should be reflected in the business and the profits of the railways therein.

Liverpool Also Aided.

Liverpool fought desperately to prevent the building of the canal and the establishment of the new port of Manchester; but instead of being injured by the canal, the business of Liverpool has increased faster than before. During the 12 years before the canal was opened the increase in the harbor receipts at Liverpool was only \$310,000; in the same length of time after it was opened the increase was \$1,365,000. The 6,000,000 tons of traffic at Manchester have not been stolen from Liverpool, they have been created by the canal.

Frankfort, Germany, before the River Main was improved, was not a dying city but was decidedly stagnant. Mannheim and Mayence on the Rhine, which had been improved, were growing rapidly, while Frankfort was growing very little. As soon as the canalization of the river was finished, which was in 1886, the city began to grow and has kept on growing ever since. The population, which was 154,000 in 1885, has increased to 229,000 in 1895, to 325,000 in 1905, and is probably more than 400,000 now. Evidently the people of Frankfort expect their city to keep on growing, too. They spent over \$1,500,000 on a harbor when the river was first improved and are hard at work right now building a new and much larger harbor at a cost of \$17,000,000. Just as in the case of Manchester, the benefit was not confined to the city of Frankfort; the industrial and commercial life of the whole region was greatly stimulated. Mines long closed were reopened, new industries were started, and today there is an almost continuous succession of factories lining the banks of the river from Frankfort to the Rhine.

Everybody Reaps Benefit.

Hunt the world around and always and everywhere we find that the improvement of waterways sets cities to growing, factory wheels to humming, and commerce to moving in a wider and swifter stream. Railroads get more business in big cities than in small towns, in a densely populated manufacturing region than in one that is thinly settled. Waterways, therefore, benefit railways—and states and nations as well—by promoting an increase in population, in manufactures and in commerce. But for one who likes to get clear down to the bottom of things there still remains the question: "Why do waterways increase population and create commerce and industry?"

Consul General Mason, now in Paris, but for some years at Frankfort, says: "German statesmanship was among the first to foresee that the time would come when, railways having reached their maximum extension and efficiency, there would remain a vast surplus of coarse, raw materials—coal, ores, timber, stone, and crude metals—which could be economically carried long distances only by water transportation, and that in a fully developed national system the proper role of railroads would be to carry passengers and the higher classes of merchandise manufactured from the raw staples that the waterways had brought to their doors."