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GLENWOOD GLEANINGS.

Temporal and Spiritual Improvements
—Saloon Fights and Menaces—A
Dismal Depot and a Lifer's
Retreat.

Correspondence of THE BEE.

GLENWOOD, Ia., February 4.—Our improvements progress rapidly. The builders are using the fine weather to good purpose. The new "Glenwood House" will open in a few days. The "Commercial" is not so far advanced. The creamery will open in a day or two. The legislative committee appointed to visit the school for feeble minded children, at this place, has been here during this week, and rumor tells of enlargement, etc. The school is very full at present, and certainly needs more room to accommodate its present number of pupils.

REVIVALS.

Since our last letter revival meetings have been held in the Baptist and Methodist churches. That in the Methodist church closed last week the pastor being called away to attend a quarterly meeting at a distance. The meeting at the Baptist church will close to-night. The attendance has not been large. A revival meeting has been in progress for some time at the M. E. church in the Meadows' neighborhood, about three miles north of town. It is conducted by Rev. J. M. Olfing, of Hillsdale, assisted by J. W. Martin, of Falls City, Nebraska, and John Norvell, a traveling evangelist. The attendance has been good.

CLOSING SALOONS.

Glenwood has had two or three saloons, but one of them has just come to grief. The keeper was convicted before Justice Ober, of selling liquors to a minor, and, after contributing liberally to the public funds, was closed out. Suit was then begun against another, but after two or three changes of venue had been taken the complainant accepted a "consideration" and withdrew the complaint. This allows the saloon to go on for the present, much to the disgust of Lawyer Kelley, counsel for the prosecution, who would have closed the den "in a jiffy" if he had been let alone.

MEASLES.

There are a great many cases of measles in town just now. The schools were closed a week ago. No cases are serious so far as we have learned. Mr. McPherrin, an old settler, and a very highly esteemed citizen of this county, living a few miles south of town, is afflicted with a bone cancer, located in his lower jaw, on the left side. The doctors have no hopes of his recovery. Mrs. Lathrop and Miss Charbone, of this place, are quite sick.

Miss Aline S. Mitchell, of Chicago, is conducting a musical convention, the meetings being held in the Methodist church. The attendance is good, and Miss M., who is ably assisted by Mr. Sutton, pianist, is giving good satisfaction.

A DISMAL DEPOT.

Geo. E. Cole, of Pacific Junction, is in town to-day. The Junction is moving forward at a rapid rate. The railroad company has done a large amount of work in the place, but there is one work they should do at once. Since the opening of the new depot building, passengers for the Kansas City train must walk several hundred feet, from the ticket office to the crossing, and wait on the platform, without any shelter from wind or rain, the arrival of trains. We had occasion, the other day, to test on the spot the searching qualities of a "northwester." Several ladies and children were in the company; and we, with others, felt that somebody was to blame. Possibly the company intend to build a shelter for the accommodation of passengers, but certainly all can see the need of it.

The firm of Wolf & Bro., of Pacific Junction, who, by the way, like other good folks, read THE BEE, is doing an excellent business.

Frank & Elmendorf have sold their fine new office and intend to put up a brick building.

THE LADDER'S RETREAT.

At McPaul, in Fremont county, on Thursday morning, Deputy Wilson from Sidney arrested one Whetstone, a miserable rogue, who had been indulging in distillate and bad whisky. This fellow, we learn, has, by his petty rascalities and disturbances, cost the county about \$2,000 during the last three or four years. And this moves us to say that the course ordinarily pursued in the punishment of petty crimes is radically wrong. The criminal deserves to lose his liberty, but no judge or jurist has the right to order the boarding of these fellows at public expense. They should be put to hard labor instead of shut up in a loafer's retreat to grow fat on bread earned by others. If our wise men in the legislatures of the different states would take this question into consideration they might relieve taxpayers of a great and entirely unnecessary burden.

OBSERVATIONS.

Indianapolis Journal.

As L. F. Beers, a Cleveland contractor, was driving a heavy load of lumber out Euclid avenue on a recent morning he met a young man in a light wagon going toward the city. Neither would turn for the other, the contractor refusing because he had a heavy load, and the young man because he was on the right side already. "Well, I can stay here all day," declared Beers. "So can I," responded the other. And there the horses remained facing each other for 9:15 in the morning until 4:30 in the afternoon, while the men passed the time in walking about, whistling, sitting on the fence, and whittling, and conversing with residents, who gathered around to enjoy the contest. When one would show signs of weakness he would be "scooped up" by encouraging words from the bystanders. It is related that Mr. Beers yielded at last, and drawing his team away from the planks, proceeded on his journey. Said the youth in the carriage: "I would have staid here until the middle of next week."

OLD HOAG OR NONE.

The Political Contest in Page County
—Clairinda Shedding Her
Short Dresses.

Correspondence of THE BEE.

CLAIRINDA, February 4.—The scramble for the vacant seat in the Iowa legislature has commenced in Page county. There are now three candidates in the field, Hon. E. B. Hoag, W. W. Russell and C. S. Keenan, esq's., with prospects in favor of Hoag, who heretofore represented the county. If elected he will make a good representative. The nomination will take place on the 8th inst., and election the 14th.

The county seat of Page is seriously contemplating an effort to put on long dresses. Although a little heavy she has up to this time worn the short clothes of an incorporated town. But with her increased population she is about to put on city airs.

The population of Clairinda in 1875 was set down in the books at 1,075 and in 1880 at 2,020, but by the census just taken by order of the mayor and councilmen she now calls the roll of a population of 3,000, an increase during the past twenty months of fifty per cent. The next town election takes place in March, when we will organize as a city of the second class.

The council did a wise thing not to order the removal of the small pox scare had scattered away a large part of the floating population. Otherwise the increase in numbers would have been much greater.

There is no new development of small pox outside of the families where it was found ten days ago, and the fright is about over.

THEY SAY.

The Iowa Dairyman's Association.

The sixth annual convention of the Northern Butter and Cheese Association will be held in this city, commencing Feb. 22 and continuing three days. The membership of the association is mostly taken from counties north of the Chicago, Burlington & Quincy railway. The object of the association is virtually the same as the National Butter and Cheese Association. Col. R. M. Litter, secretary, was in the city to-day arranging with the local committees for the convention. The indications are that there will be a large attendance. The work of the convention will be the presentation of the details of practical butter and cheese making, and for the purpose of especially drawing out from the experience of the membership, since the last convention at Monticello, profitable lessons for the future. Reports will be in order from the vice-presidents of the different counties represented by membership in the organization. Among the topics that will be discussed the following are some of them:

"The actual cost of milk to the producer."

"The best method of delivering milk once each day at the factory."

"The cause and remedy for floating curds."

"The best grasses for dairy pastures."

"Value of food for making milk."

"Dairying as a specialty, compared with general farming."

"The best plan for construction of dairy barns at moderate cost."

"The best package for keeping and transporting butter."

"The practicability of more rapid transportation of butter to eastern and foreign markets."

"The best methods of transporting cream from the farm to the factory with special reference to varying temperature."

"Butter butter; the cause and remedy."

"The desirability of system and uniformity in salting and working butter."

"Preparing cream for the churn."

"The milk supply; how to keep it up in July and August, and other hot months of summer."

"Effects of care and breeding in dairy herds."

"Diseases of cattle."

"Silos and silage."

"Winter dairying."

Many other subjects of great interest will come up for discussion. One of the most important topics will be to confer with the producers of milk to inaugurate such a system in the production of milk that, should lower prices prevail in the butter market, the profit to the farmer will not be lessened. This, it is asserted by good authority, can be brought about by the enforcing of a systematic inspection and testing of the milk and butter producing qualities of the dairy herds. It is conceded by many that there is only about 25 per cent of the cows that are fed for dairy purposes that pay for their feeding; or, in other words, as a rule many farmers maintain herds of cattle where 25 per cent only are a source of profit.

With the proposed system of dairy education it is believed that the best creamery butter can be sold at a price that will be within the reach of persons of moderate means, and that butter that now costs 40 cents per pound will be sold for 30. One great reason why the export trade of American butter has so fallen off the past year is that the wholesale prices of creamery butter in the eastern markets have been from 20 to 40 per cent above that at which an exporter could purchase and place in any foreign market. When good American creamery butter can be marketed by the ton at the great eastern outlets at from 20 to 25 cents per pound the export trade will always be large and growing, because the butter can be placed upon the tables of the European consumers at a much lower figure than their own can produce. Because of the falling off in the export of butter an erroneous impression has gone abroad that the export of American cheese has also fallen off, but such is untrue. The secretary of the National Butter, Cheese and Egg association, Col. Litter, shows by his figures that the exported cheese since May 1, 1881, to the 1st of February, 1882, is 9,000,000 pounds more than for the same months in the year previous. The total exports of butter and cheese, in pounds, for the year 1881, was quite as large as the previous year, the falling off in export of butter was more than made up by the cheese

increase. The average price of creamery butter for the past year has been greater than for several years. The farmers who have given attention to the milk flow of their herds have been well paid. At present, and for some time past, milk has sold at the factory at from \$1.25 to \$1.45 per 100 pounds, and in a few instances \$1.75 has been and is now being paid by factories within twenty miles of the city. Even now there is a greater demand than supply of good butter.

The regulator of commerce.

St. Louis Republic.

Mr. Wright, in his speech before the house committee on commerce at Washington on the subject of Mississippi river improvement, struck the keynote of it when he asserted that "the only great and fixed anti-monopoly business in the Mississippi river."

It is not a certain extent a regulator of transportation rates, and every improvement of its navigation increases the regulating influence. In this country the government controls the rates of transportation in the interest of the people by owning one or more main railways and forcing the others to compete with them at low prices, and the plan works satisfactorily that it has found warm advocates in this country. But in the free, flowing current of our great river which traverses the entire latitude and extent of the country, and, with its tributaries, reaches from the Appalachian range on the east to the Rocky mountain range on the west, and whose navigation is open to every citizen without toll, ticket or price, the people have a regulating agent, provided by nature, more potent and effective than a great trunk railroad.

We sometimes complain about the enormous power of overgrown railway monopolies over the commerce of the country, and of the ease with which four or five railway presidents, assembled in a sumptuously furnished apartment in New York, mark the rates of carriage up or down at their own arbitrary caprice. And yet there is no trunk-line combination or syndicate too lordly and arrogant to withhold obedience from the mighty monarch of American rivers. Not Mr. Vanderbilt, nor Mr. Gould, nor Mr. Garret, nor all together are above the necessity of recognizing and submitting to the supreme right of the imperial Mississippi, at flood tide, to fix the rate of transportation in the country. It is only when the channel has been shrunk during the arid summer and fall months that the great railway corporations usurp its authority and fix the rates to suit themselves.

With the water in its best kept at a good navigable depth, all the year round, it would regulate the carrying rates all the year round, and the railways would have no choice but to accept and submit to them—and the whole demand for Mississippi improvement is that such a depth shall be secured. As Mr. Wright says "all the laws you may enact to control and regulate commerce and transportation will never be as efficient in regulating rates as the complete improvement of this great highway."

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