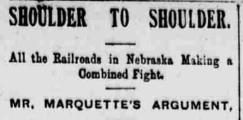
THE OMAHA DAILY BEE: FRIDAY, SEPTEMBER 9 1887



He Follows the Corporation Nestor in His Speech Before the Board of Transportation-Mr. Griffitt's Communication.

FROM THE BEE'S LINCOLN BUREAU.] T. M. Marquette, general attorney of the Chicago, Burlington & Quincy lines west of the Missouri river was in possession of the floor at the board of transportation rooms yesterday in argument against the power of the board. Mr. Marquette's argument was in the direct footsteps taken by Mr. Poppleton in like argument, and was very good evidence that the line of attack on the power of the board was preconceived and preconcerted before the time of argument, and was a mutual line of attack on the part of all the roads. Mr. Marquette's argument further illustrated, if further illustration was necessary, that when the law was passed it was not the intention of the roads that passed it to have it confer any power whatever on the board, and that the powers of the board could not go beyond a definition of a rate as unreasonable. That as a court they could go no farther than a decree of guilty or not guilty, and could not enter up judgment or provide a remedy. All the results, therefore, in the opinion of Mr. Marquette, that the board could bring about had no practical value beyond prima facie evidence for the court in the individual case of the individual com-plainant. Mr. Marquette's theory of the law was that the court, if it held that the individual rate of an individual com-plainant was excessive and that it should plainant was excessive and that it should be reduced, that the court would simply reduce the rate on the single shipment of the single complainant, but that the judgment of the court would not rest against other similar cases in which like shippers would be interested. That, therefore, a rate if held by the court as exhorbitant for an individual shipper could not be enforced for shippers in general. This was evidently one of the schemes between the lines of the law when the railroads created it, made to compel any man making a com-plaint to wear himself out in the courts with the board incapable of rendering any assistance in a general way for the general good. The question was asked Mr. Marquette

if, when the court had in the case of an individual declared a rate between two points unreasonable, if then the board, through injunction or mandamus, could not compel the road to abandon the use of the excessive rate and give to the pub-lic the use of the reduced rate as inter-preted by the court. Mr. Marquette held protect by the court. Mr. Marquette held that such proceedings would not lie and that all the powers the commission had in such proceedings was only in cases where the rulings of the board were pre-emptory. The rate question entire, Mr. Marquette held, was beyond the reach of the board and their powers were nothing so tar as a finding would be concerned. so tar as a finding would be concerned Mr. Marquette's argument was, epito-mized, that no complainant could

make charges against the rates on the roads beyond a rate in which he had a personal grievance as a shipper, then having decided to bring his case the commission could simply hear his testimony, but that he would have to go to the court for a judgment, and the judgment would not lie beyond his individual claim as against the rate system on the road. The board of transportation could not be pictured in a more utterly uscless light than by Mr. Mar-

Lincoln merchant is in possession of rates from the Missouri river ranging from 10 cents per 100 pounds on first class, and here-in lices the injustice of the whole position; for while Lincoln is unquestionably in the enjoyment of the remarkably low figures above quoted, the Omaha jobber, to accom-plish the same result, is taxed to the extent of 55 cents per 100 pounds, on the first class, down to - cents per 100 pounds on tenth class. 35 cents per 100 pounds, on the first class, down to - cents per 100 pounds on tenth class. We hold that we have nothing whatever to do with the division of the through rates established by the Milwankee road and the Union Pachie roads; such divisions being the result of mutual agreement between themselves. All that he have to look at, and all that we are interested in looking at, is to be found in the fact that the Lincoln jobber is receiving a continuous advantage of 33 cents per 100 pounds on his first class shipments, over and above the Omaha competitor. It must, therefore, we think, be perfectly evident to you, that unless you atep into the rescue, and insist upon the rigid adnerence of the tariff from the Missouri river to the point of destination in Nebraska, which shall under all circumstances be equal to the charge imposed upon the Omaha jobber, for like services rendered, the commercial prosperity of our city must necessarily be sacrificed to the especial advantage of Omaha. There cannot possibly be any other construction glaced upon the policy which dictates a tariff, born originally of their own selinsit ends, in securing for themselves, without the slightest regard to the business interests or the end only of their own selinsit ends, in securing for themselves interests or the commercial prosperity of our city must necessarily be such the there were anot possibly be any other construction glaced upon the policy which dictates a tariff, born originally of their own selinsit ends, in securing for themselves interests or the entire haul from Chicago, without the slightest regard to the business interests or the commercial prosperity of our city of the present state. Areaned only of their own selinsit ends, in securing for themselves interests or the entire haul from Chicago. own state.

own state. A policy thus inaugurated has been made compulsory, we fully admit, upon other Iowa lines, not having their own extension in Nebraska, as in the case to which we have more immediately directed your attention: nevertheless, we have confidence that the remedy applied to one will necessarily ex-tend to all. Admit, for the sake of argument, that your honorable body, in the exercise of its best judgment, shall demand that lines located in Nebraska shall charge their eastern connections such local rates from the Mis-souri river to points of ultimate destination in the state as will make the sum of the rates from the eastern point of shipment equal to in the state as will make the sum of the rates from the eastern point of shipment equal to the sum of the locals, wherein does the in-justice lie, or wherein will any town or city in our state suffer from undue discrimina-tion? To illustrate, if the rate from Chicago to Lincoln on first class be made \$1.23 per 100 pounds, who is injured, or who is discrim-inated against thereby? Not Chicago, for she has an equal chance with Omaha to sell the Lincoln trade, with all the advantages still left her for her larger stocks and better selections; not Omaha, for she is thereby protected against Chicago in the rate, and must rely for success upon her more energetic efforts to secure the upon her more energetic efforts to secure the business, and her closer proximity to the market; not Lincoln, for the basis we de-mand will not materially affect her ability to mandet, not initially affect her ability to sell, for it will not be pretended even by the by the most enthusiastic advocate of equal rates with the Alissouri river, that the trilling advance we demand can possibly affect the ultimate consumer in the slightest degree. Twenty-three cents per 100 pounds on dry goods, or 5 or 6 cents per 100 pounds on staple graceries, whilst entirely ample to turn the current of trade, when applied to wholesale quantities, becomes infinitesimal when looked at from a consumer's stand-point; and indeed were your honorable body to compel the Nebraska innest o charge full local rates from Missouri river points to ulti-mate destination in the interior of the state, we venture to affirm that the consumer would never feel the burden. never feel the burden.

We venture to amirm that the consumer would never feel the burden. In conclusion we have therefore to ask, that you will at once frame such regulations, whereby no freights originating east of the Missouri river can enter our state upon any other terms than the sum of the local rate to Missouri river, plus the local rate therefrom. The death blow must be given to the Iowa lines, and others who are so freely entering our state, either with roads of their own, or by connections with those aiready existing, or the near future will bring about the hu-miliating apectacle of the complete over-throw of the commercial prosperity of Omaha; broken up and destroyed that Chi-eago and St. Louis may retain and increase the dominant position they have aiready succeeded in establishing, at least to some extent in our state, to our cost.

succeeded in establishing, at least to some extent in our state, to our cost. Every consideration of state pride and of our city's prosperity demands of you, we re-spectfully submit, prompt action and speedy relief. We might elaborate the principle for which we are contending by calling the at-tention of your honorable body to the tariffs of the Chicago & Northwestern railway and those of the Chicago, Burlington & Quincy railroad, which are open to precisely the same objections that we have already noted, but we believe such course to be unnecessary, as we cannot but think you will at once take up the consideration of the entire subject in all its bearings, treating it in a broad, intelli-gent and statesmanlike manner; and we all its bearings, treating it in a broad, intelli-gent and statesmanlike manner; and we have full confidence that so considered, our city will receive at your hands the greatly needed protection for which we ask. EUCLID MARTIN, Chairman. WILLIAM F. Griffith, Commissioner of Freight Bureau of Omaha Board of Trade,

Notice to Beckeepers.

The board of agriculture of Nebraska have set apart ample and suitable space for the display of bees and houey at the state fair and now it is to the interest of Nebraska bee-keepers to improve this opportunity and show the people that this is a honey country, and that we need not admit any shipping of honey into our state.

Shall we not now awake and meet with our products-the sweetest of the sweets -the pressure of commerce and thus prove ourselves up with the day.

The superintendent of the apiary department, Mr. E. W. Whitcomb, of Friend, Neb., would be glad to have you and also a sample of your products at the state fair.

A meeting of the State Bee-Keepers as-sociation will also be held on Wednesday and Thursday evenings during the fair, in the botonical lecture room of the state university.

This room is on the first floor of the chemical building, east of the main building, south entrance. All are invited to attend these meet-

ings, they will be free and interesting. H. N. PATTERSON, Sec'y.

The Pig of the Future.

The pig of the future, says a writer in Standard, has been curiously compared by a high authority to a hunter, and there are undoubtedly points of similarity in a good, cross-country horse and the pig which bacon curers delight to honor. Mr. Shaw, of Limerick, speaking the other day on the subject, said that in a horse people liked a light neck, thickness through the heart and loins, depth in the flank and stoutness in the thighs. These points, he added, were those de-sirable in a bacon hog. A member of a rival curing firm supported this statement, except that he did not agree as to the desirability of depth of flank. At any rate, it is important for breeders to bear in mind that fashion in pigs has changed and that if they are to obtain top prices they must meet the requirements of bacon curers, who in their turn have to consult the taste of the public. A maxi-mum of lean meat in proportion to fat, heavy hind quarters and a light fore end are the essentials of the coming pig. At a time when pig breeding is likely to increase it is important to notice this ad-vice from some of the largest buyers in the kingdom, and there is often a differ ence. 10c a hundred in prices, simply due to superiority and inferiority in the point mentioned. In order to produce lean meat plenty of exercise is essential as well as suitable diet. The above from one of our English exchanges is a practical pointer to our American breeders who are going all to fat. In the New England states many swine breeders raise this eatable hog and curing their own bacon and hams, sell them at fancy prices, and the breeder who studies the practical demands of the market will be a public benefactor and reap rich profits. The city people are using less pork since our breeds have all gone to fat.

Planting Trees for Timber.

The subject for setting out trees for timber is one of great and increasing importance throughout the western states. and should command more attention among farmers than it now does. Prof. Lazenby, of Cornell college, gives the fol-lowing suggestions on the subject: "All ravines and steep hillsides, all

INTERESTING FARM MATTERS
INTERESTING FARM MATTERS
Nebraska Bee-Keepers Invited to Make Displays at the State Fair.
FARMING IN EASTERN WYOMING
The Pig of the Future-Planting Trees for Timber-Canning Fruit-Care of Pastures.
Notice to Beckeepers.
The baset of pastures.

Farming in Eastern Wyoming. CHEYENNE, August 30 .- To the Editor of the BEE: Wyoming, "the mineral queen of the world," is comparatively little known outside of the territory. Even her own inhabitants are not fully alive to the vast resources abounding within her limits. Although much has been done in the work of exploration and research,

there is yet much to be done. Scarcely any mineral exists which has not its representative within the territory. Her coal beds are exhaustless and of the best quality. Mountains of iron ore are waiting for the sturdy workman to be wrought into steel and machinery. Valuable petroleum beds abound, and soda is found almost pure. Rich gold and silver deposits have been found in many parts. In the Silver Crown mining district, only twenty-two miles west of Cheyenne, gold, silver and copper are at present mined. When Wyoming shall stand at the head of mineral wealth in the sisterhood of states is only a question of time and development.

But how about farming? Inquire some who are interested in agriculture, rightly thinking that such a country must be-come a good market for farm products. How is the soil, climate and rainfall?

These are questions which cannot be fully answered, for though, the pioneer has already crossed the eastern boundry of Wyoming, farming in the territory has not been fairly tried. So far, stockraising has been the principal industry and large herds of cattle, sheep and horses are grazing on the nutricious grasses of the plains and hillsides. Unly in the narrow valleys adjoining streams a few acres are under cultivation. The little information which has been given regarding agriculture has come directly of indirectly from those interested in stock-raising with whom the wish is father of the thought.

Large pastures, partly on government lands, enclosed by costly wire fences, seem to have a tendency to color opinion and judgment. The greater part of Wyoming is trav-

ersed by the many ranges of the Rocky mountains. Only about one-tenth of its

area can ever be cultivated. What I will speak of in this article is the country east of the mountains, situated in the southeastern part of the terriated in the southeastern part of the ferri-tory, being about fifty miles in width and entending, from the southern limit to Fort Laramie on the north. This part contains some very fine prairie lands. From Cheyenne on both sides of the line of the Union Pacific resilvand to the contern border, there is a railroad to the eastern border, there is a very beautiful rolling prairie very sim-ilar to that of southern Nebraska. The soil, a rich sandy loam, is from one to two feet in depth, and rests upon a very grm layer of "hardpan," which pre-vents the rain from disappearing in the ground. Within a few rods of Archer station. eight miles east of Cheyenne, on the line of the Union Pacific railroad Mr. Carpenter tried various kinds of vegetation on last spring's breaking with very gratifying success. All kinds of garden vegetables did especially well. Potatoes thrown into furrows while break-ing exceeded all expectation, and are a never failing crop. Mr. A. T. Peterson, living near Cheyenne, tells me that flax milled a faile hous and motatons from

millet, alfalfa, hops and potatoes grow here to perfection, if sown early and the ground plowed deep. Judge Slaughter, territorial librarian and superintendent schools, showed me some wild flax

proofs from sources of unquestioned re-liability, and ask you frankly if you are suffering from any disease or affection caused or promoted by impure blood or low state of the system, to try Hood's Sarsaparilla. The experience of others is sufficient assurrance that you will not be disappointed in the result.

GOT HIS SWEETREART BY STRATEGY.

John Monroe Driver, a well-to-do young farmer, cause to Stockton, Cali-fornia, the other day and secured the aid of two friends of his to help him steal away his pretty eighteen-year-old sweet-heart, Mary Jane Hasbrock, from her parents' farm, east of Collegeville. Seated on a spring wagon and drawn by a spanking team, the lover and his as-sistants reached the Hasbrock ranch just as the setting sun was beginning to blush in the haze of the western sky. The party halted within sight of the farm house and held a consultation on the best method of proceedings. They could see the "old man" in a field hard by the dwelling, and the "old woman" puttering around something-apparently a washtub-under the windmill. After hasty reflection it was concluded best to disguise young Driver. A linen buggy robe was thrown around him to answer for a lady's duster, and a handkerchief was tied over his hat and under his chin. Thus garbed, it was thought he would pass inspection as the wife of one of his helpers in the elopement.

The party drove up and halted in front of the farm house. One of them got out and approached the windmill. "Good evening," he said, approaching the old moment

the old woman. "Evening," she said. "Can you tell me how far it is to the

next stopping place?" "'Bout six miles," she said.

"My wife is out here in the buggy, and we'd like to stop over, if you've no ob-

jection." It was merely to gain time while he

had a chance to survey the field. He had not yet caught sight of pretty Miss Has-brock, but while they were talking she appeared in the back door—a tall, stately young woman with her hair down, an old dress on and an apron at her waist. It was evident that Miss Hasbrock had been helping her motner at the wash-tub. She was drawn out to the windmill by a con-versation which the young fellow started for that especial purpose. However, she had no idea of what was up, and it was plain to the schemer that he must use his tongue defly to make her aware of her lower's presence. So he moved ever her lover's presence. So he moved away a short distance,took a drink at the wind-mill trongh, and drew her up by means of questions regarding the working the unill, its cost, capacity and so forth. This manœuvre was noticed by the old woman, who thought it advisable to keep an eye on the stranger. She edged up

within ear-shot. "That's a fine windmill," said the wily

schemer to the suspicious woman. "Yes," she said; "that windmill stran-

opportunity, while the mother's eyes were up in her fans, to nudge Mary Jane and whisper: "Driver's here!" "I suppose you irrigate considerable with that windmill?" he said smiling

"Well, stranger, we do: we"-

("Hurry up! the carriage is waiting,"

he whispered.) ("My goodness! I can't! I'm all in the suds. Come to-morrow," said pretty Mary, in an aside.)

Are there many of those windmills intense above ours and less subjected to

ANTOINETTE SOME'S ROMANCE. She Runs Away to Marry her Lover and Returns the Wife of a Baron.

From the Troy Press: Several days ago a handsome lady, accompanied by a bright pale-faced boy of some five years, registered at the Troy house as "Mrs. I. Maitland and son, Shanghai, China." There is quite a romance connected with Mrs. Maitland's life. Some twenty years back, Mrs. Maitland lived with her par-

ents on North Third street. She was a romantic school girl of some fifteen sum-mers, and was then known as Antoinette somes. In some inconceivable way the girl formed an at-tachment for a young man liv-ing out of town. The Somes people were of the stern Quaker blood, and hearing of their daughter's clandestine meetings with the young man from out meetings with the young man from out of town, Antoinette was forbidden to keep company with her lover. But where is the young school girl that reas-ous at the age of guileless tifteen? The parents meant well, but the daughter looked at their opposition as merciless persecution. The girl accordingly made arrangements with her lover to leave the city. An elongment was the reart and

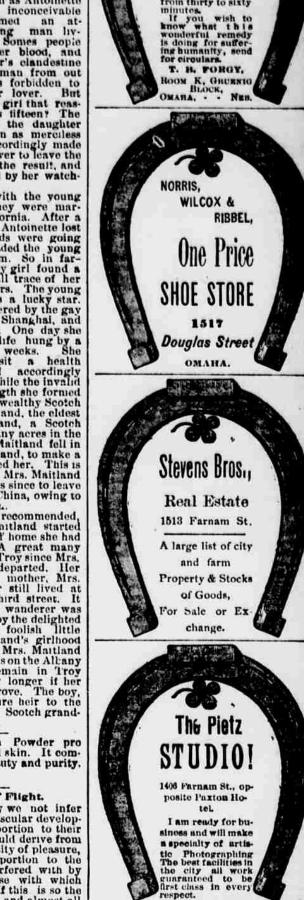
city. An elopement was the result, and Antoinette was renounced by her watch-ful sire. Everything went well with the young and romantic couple. They were mar-ried and settled in California. After a few years of married biss Antoinette lost her husband. Some friends were going to China, and they persuaded the young woman to accompany them. So in far-off China the young Troy girl found a home. Her parents lost all trace of her whereabouts for many years. The young woman seemed to possess a lucky star. She was courted and flattered by the gay colony of Americans at Shanghai, and reigned a belle for years. One day she was taken sick, and her life hung by a thread for many weeks. She was advised to visit a health resort in China, and accordingly did as she was bidden. While the invalid was slowly gaining strength she formed the acquaintance of a wealthy Scotch merchant named I. Maitland, the eldest merchant named I. Maitland, the eldest son of Sir John Maitland, a Scotch baron, who possesses many acres in the land of Caledonia. Mr. Maitland fell in love with the Troy girl, and, to make a long story short, married her. This is our Troy girl's romance. Mrs. Maitland was advised some months since to leave her borne at Shanchei (Thins coming to her home at Shanghai, China, owing to the poor health of her sol.

A trip to America was recommended, and accordingly Mrs. Maitland started with her boy for the far-off home she had left so many years ago. A great many changes had occurred in Troy since Mrs. Maitland so suddenly departed. Her father had died, but her mother, Mrs. Maria Somes, and a sister still lived at the old home on North Third street. It is needless to say that the wanderer was received with open arms by the delighted relatives, and that the foolish little escapade of Mrs. Maitland's girlhood was entirely overlooked. Mrs. Maitland is now visiting with friends on the Albany road. She intends to remain in Troy until spring, and possibly longer if her son's health does not improve. The boy, John Maitland, is the future heir to the estate and dignity of his Scotch grand-father, Sir John Maitland.

Pozzoni s Complexion Powder pro duces a soft and beautiful skin. It combines every element of beauty and purity. Sold by druggists.

The Happiness of Flight.

Pall Mall Gazette: May we not infer that all animals whose muscular develop-ments is greater in proportion to their bulk than that of man should derive from it exercise a greater intensity of pleasure, greater absolutely in proportion to the attainments and less interfered with by the greater muscular ease with which they are accomplished? If this is so the majority of the mammalia and almost all birds should, in their powers of speedy movement on earth or lofty flight in the air, possess resources of mental pleasure



CHAS. RASMUSSEN,

CLOTHIER,

GENTS'

Furns'g Goods

Hats, Caps, Trunks

则高加出的文

"JO-HE"

Warranted a Sure Cure for Rheuma-tism, Neuralgia, Sore Eyes, and all Inflammations. Diphtheria and Croup cured in from thirty to sixty minutes.

quette's argument MR. GRIFFITTS' COMMUNICATION.

The communication of Mr. Griffits, the Omaha freight bureau, reached the board of transportation yesterday from the Lincoln freight bureau and will be given attention at once. The communication was to the board direct, but was misdirected to the Lincoln freight bureau. When the attention of the bureau. When the attention of the board of transportation was called to the fact that a communication of that character had been mailed them they ascertained that it had been received by the freight bureau, and when so received the board of transportation was not in session, and the matter was mistaid in the freight bureau.

The communication of Mr. Griffitts is remarkable to a certain degree, and makes, as the board interprets it, no definite charges within their power to act upon. The communication of Mr. Griffits cites that the interstate rates from Chicago to points in Nebraska is less than the rate to Omaha and the added local rate to interior points. Following

road, in connection with the Union Pacific rallway, and bearing date of —, wherein it is set forth that the rates charged thereunder, between the cities of Chicago and Oraha are on first class freight 90c, second class 75c, third class 50c, fourth class 35c, fifth class 30c, A class 323/c, B class 30/c, C class 33c, D class 30c, E class 19c; and the rates to Lin-coln. Neb., and to other interior Nebraska points, are based upon tivial advances mean class Soc. E class 19c; and the rates to Lin-coln. Neb., and to other interior Nebraska points, are based upon trivial advances upon the aforesaid Omaha rate. Whilst we are thoroughly satisfied that the construction of the rates to the interior Nebraska points, under this tariff thus made and published, is in direct violation of the letter and spirit of the third section of the letter and spirit of the third section of the letter and spirit of the third section of the letter and spirit of the third section of the letter and spirit of the third section of the interstate commerce bill, we are fully alive to the fact that your jurisdiction does not extend over the subject at issue when considered from this stand-point; it cannot, however, be denied that a subject so franght with interest to the me-tropolis of our state, not only comes within the range of your official scrutiny, but is well worthy of your most serious, careful and thoughtful consideration. Without knowledge in your possession of the local charges exacted by the Union Pacific rail-way company between Omaha and Lincoin, it must, we think, become apparent to you at a glance that the mercantile interests of our city are placed in jeopardy and our dis-tributing trade most seriously threatened; and it is just here and in this connection, that we most earnestly solicit your official interference in our behalf. We have no particular reason for singling out Lincoin as an illustration of the disadvantages we are placed under, any more than we would use Fremont, Wahoo, or Beatrice in the same connection; let us, however, continue as in illustration only our criticism upon the figures as to Lincoin, as your verdict in this case will of course be equally applicable to all rates based upon a similar theory to that used in framing Lin-coln faures. It is not alone that our business interests

similar theory to that used in framing Lin-coin figures. It is not alone that our business interests are antagonized by the operations of a freight tariff of this character, but it must be borne in mind that every blow aimed by foreign corporations, especially when aided and abetted by the carriers in our own state, is an attack on the best interests of our com-monwealth itself, for it cannot be denied that whilst the success of Nebraska's metrop-olis means as well the prosperity of the state at large, the converse of the proposition is equally irue, and so long as the Milwau-kee road, in connection with the Union Pa-cific, is permitted to make such joint rates as to practically overslough the commercial prosperity of Omaha, they are drawing the life blood from the state of Nebraska itself. We cannot press too strongly upon your conviction that the welfare and continuous prosperity of the city of Omaha and the state of Nebraska are synonymous terms. Anything, therefore, that has a tendency to disting therefore, that has a tendency to Anything, therefore, that has a tendency to disturb or destroy these relations is certainly mitiled to your most severe official condem-bation. Practically, you will note, the

If some enterprising fellow would now corner the market on Dr. Bull's Cough Syrup he could make his fortune. Beware of frauds.

"For I am declined into the vale of vears," she said a little sadly, but indeed I don't much mind it since I can get Salvation Oil for 25 cents.

Nebraska and lows Pensions.

WASHINGTON, Sept. 8.- Special Telegram to the BEE. - The following Nebraskans have been granted pensions: Margert A., widow of Amzı B. Clark, Easton; Elizabeth, widow of Henry Schafer, Nebraska City; Warren Atwood (deceased), Albion: Charles W. Havs, York. Increase: Hosair Hawkins, Winchester. Re-issue: Samuel T. Riddle, Schuyler. Re-issue and increase: William C. Woods, Odell; Jesse Ninney, Bartlett. Reserve and reissue: Edward B. Murphy,

Arapaboe. Iowa pensions: Pamella, mother of Enos E. Barton, Snellburg; Catherine, mother of John T. Tarlton, Osceola; Leconard, father of Gilbert L. Wakefield, Leciaire. Mexican war: Julia, widow of James Weeks, Iowa City. Originals: Robert T. Askern, Mount Ayr; John P. Shane, Mount Pleasant. In-crease: Thomas Budworth, Sloux City; George Benedict, Muscatine; Richard Marks-burg, Missouri Valley; David Myers, Corn-ing; Calvin Brown, Decotah; James W. Jacobs, Sigourney; Robert Oakley, Salix. Reissue and increase: Thomas L. Brooks, Minerva: Dennis Dorgin, Panora. Reissue: Marvin T. Brown, Keokuk; Detliff B. Lam-burg, Southerland.

Postal Changes

WASHINGTON, Sept. 8.- [Special Telegram to the BEE,] -Newton W. Preston has been commissioned postmaster at Arlington, Neb., and Barney Reichs at Olean, and Thomas J. DeKalb at Daykin, Jefferson county, Ia., a new office.



land too rocky to be profitably cultivated, to be cleared of stone and devoted to trees. Protecting belts of timber should be planted wherever buildings, orchards gardens or pastures are exposed to cold, sweeping winds. The banks of streams, ponds, open ditches, etc., should be so plahted with trees that they will be pro-tected from abrasions by floods and rapid currents. All public roads should be belted by graceful trees. Our existing forests should be preserved, improved and extended, by keeping up a constant succession of young growing trees of the best varieties. In order to do this no stock should be allowed to run in wood lots for the purpose of forage. This rule should be utflexible. Young growth in forests should be thinned moderately, worthless v. rieties cut out and the more valuable trimmed so that they will grow tall forming trunks rather than branches. Timber should be cut with intelligent reference to the future growth. Valuable trees that you wish to save and propa-gate should be cut in the spring and those you wish to kill cut in August." These suggestions are intended for practical application, and our readers should look over their farms and see where they can be put into effect. Canning Fruit.

Popular Gardening: Canning fruit in salicylic acid, and especially for exhibition purposes, was recently referred to by A. T. Grant, of Worcester county, Mass. In reply to an inquiry for detailed information as to the process our correspondent kindly forwarded the following statement: "Use no heat. The fruit should be put in the glass cans fresh and just as picked, and for looks be shaken down as solid as possible, but not to bruise the fruit, as berries shrink some, but not nearly as much as when done the old way by cooking. Then prepare a solution of sallcylic acid 35 grains, sugar 8 ounces, with one quart of water, and when dissolved pour over the fruit. After about one hour a little more of the solution may be added, seeing that the cans are full, and then seal as usual. Of course, the cans cannot be tight the same as when sealed hot, because the shrink-age while cooling causes a suction—so don't fear if the cans leak, as they cer-tainly will a little. Nothing can be finer than fruits thus put up 'for the fair' and similar utes. For the table we have deeided to use pint cans, so as to eat the entire contents of a can when first opened. Then one can count on putting up strawberries, raspberries and black-berries and find them good, but blue-berries are not as good as shavings. Corns; beans and peas are put up a little different, but as we did not succeed with them cannot advise trying them."

Care of Pastures." As a rule, pastures in this country re-ceive little or no care. No crop gets less attention, yet none would respond more quickly to good care. Much attention has been given to premium crops of corn, wheat, potatoes, the improvement of horses, cattle sheep and swine; even poultry are encouraged by liberal pre-miums; but we seldom hear of a premium crop of grass. It seems practica-bie to double the present yield without an outlay at all corresponding to the in-creased value of the crop. Is there any creased value of the crop. Is there any good reason why a farmer should not be-stow as much care in selecting the proper seeds, and in the after-treatment of meadows, as he would in selecting or breeding and raising a Shorthorn buil calf or a Merino lamb. Grass should not be pastured in very early suring before the ground settles

WILL TROT September 14, 1887

which measures twenty-eight inches length, and containing large and wellmatured seeds. There is one thing above all others which

will always do well and be a never-fail-ing source of income. This is alfalfa. Though it requires some care and patience to get it started, after this it will thrive and produce from three to four tons of excellent hay per acre. The market value of al-talfa is from \$10 to \$15 per ton, and makes a very good hay fodder for stock. Besides producing crops for lifteen years without replanting, it will, as is well known by those familiar with its peculiarities, fertilize the soil. Nearly all the standard fruits are being

successfully grown in northern Colorada, and that they will thrive equally well in Wyoming there can be no doubt. Small fruits of all kinds, such as strawberries, currants, raspberries, etc., are cultivated in the gardens of Cheyenne. The demand for these exceeds the supply, thus assur-ing a good market. Is there sufficient rainfall to produce parving crops? Those interested in retaining this region for grazing purposes say that farming cannot be depended upon without irrigation. Of former years this was true, and while the rainfall may not be all that is desired, the last

five years have witnessed an increase of rain as shown by the United States signal service station at Cheyenne. Since early last spring we have had frequent showers, the longest spell of dry weather lasted only two weeks. A noticeable feature is the appearance of a sort of bluegrass, which, I am told, was not found a few years ago. This grass is on the increase and will probably in time, as in Nebraska, crowd out the "buf-felo grass," which pow covers the falo grass," which now covers the ground. Increase of population and cul-tivation will no doubt increase rainfall the syme as it did in Nebraska. To argue this is to go over the same ground gone over in Nebraska and Kansas fifteen years ago and needs no repetition here. This is no idle speculation, but inferences drawn from facts. Besides, all your readers are familiar with the excellent crops exhibited at the state fair at Lincoln last fall from Cheyenne county, Neb. This county borders on Wyoming and that precinitation is cut short on the western boundary of Nebraska is simply a delusion in the brain of those who shut their eves to obvious facts. who shut their eyes to obvious facts. There is more desert in the fervid imagination of mythical writers than within the entire boundary of the United States.

Farther than this, the government lands of Nebraska and Kansas will soon be all taken and those seeking free homes must pass on farther west. The public lands around Cheyenne are all taken, but at Anchor, and from there "quarters" waiting for the settler with his "prairie schooper." It will not be long, however, ere the best land even

here will all be taken. The climate here is healthy and invigorating. The summers are not as hot nor the winters as cold as in states farther east. The nights are cool, and a liberal supply of clothing will assure the comforts of refreshing test and sleep. In the day time there is always a cool breeze, fresh from the snow-capped barriers of the Rocky mountains. The thermometer this year has not registered higher than 92 degrees, and that only once for a short time. Physicians say that our climate is cur-

ative to all the flis to which man is heir with the simple exception of heart dis-case. One noticeable feature of new-comers is a lively increase of appetite, and a well-filled larder is indispensable.

There will be a good home market when the immense mineral wealth of Wyoming is fully developed. The day is not far distant when iron furnaces will be in full blast, changing the almost

around here?'' he asked, smiling on the

old woman again. "Well," she said, "there's old man Alen over there's got one; and Jim David-

The whispers continued, for the two were at each other's eibow, and the old woman's voice drowned her hearing. But Miss Hasbrock flatly refused to elope at such an unsuitable time. She said she just wouldn't be married in her wash-tub clothes—she just wouldn't, now! Taking another drink at the windmill trough, Mr. Driver's friend withdrew

making a captivating bow to the mother, and reported Miss Hasbrock's refusal to the eager lover. But he was not to be the eager lover. But he was not to be put off by any such nonsinsical excuse. His hands were trembling with excite-ment, his face pale, but his lips set. Ex-acting a pledge from his two friends that they would stand by him to the last, Dri-ver swore he would have the girl then and there. He whipped off his cloaking buggy-robe, jerked the handkerchief from his hat, leaped to the ground and started for the windmill. One of the two ran up to a fence on the other side of which the "old man" was at work and tied it. The other of the two friends held the horses. Simultaneously Driver ran back of the house, seized his sweetheart by the wrist and raced her over to the buggy.

wrist and raced her over to the buggy. The cloping party were so excited that they took the wrong road. They had not thought to turn the team about when they drove up to the house, and when they left the place they simply drove straight ahead, in the hurry, and accord-ingly found themselves going from Stockton instead of toward it. It was necessary for them to either make a de-tour of some twelve miles or turn back tour of some twelve miles or turn back. If they made the detour they were afraid that the "old man" would arrive in town ahead of them. If they turned back they were afraid of meeting him. The young fellow who had carried the affair so succersfully thus far, however, concluded to turn back and trust to chance.

The party had driven about two miles at a runaway gait, when the horses' heads were turned. Back on the road they met, of course, the uncle and the "old man." The uncle hesitated only a moment.

Leaving the disheartened Hasbrock behind, he darted off after the fast-speeding team. But the horses were a spanking pair, and his own battered plug had not the ghost of a chance of overtaking them. The rider lashed his horse with the halter end, striking on one side and on the other, and dug his heels into the beast's flanks.

Disgusted at last, the pursuer quit turned his panting plug and headed wearily homeward.

On reaching Stockton the delighted lover left his sweethcart at a friend's house, while he hunted up a justice of the peace. It was now night, but he had al-ready taken the precaution before startready taken the precaution before start-ing for the Hasbrock farm to secure a marriage license. He drove along Main street to the Eidridge building, expecting to find one of the justices of the peace there. A young lawyer, who saw that he team was covered with foam, asked he driver what was ud. Upon learning that a man with power to tie the mar riage knot was in immediate demand, the lawyer effered to conduct Driver to Justice Miller's house.

The bride-elect was ready for the ceremony to begin and the justice told them to join hands. Pretty Miss Hasbrock had changed her wash-tub gown for a dress furnished her at the home of Driver's lady friend. The ceremony was then performed in

the presence of the household and of the young men who had gailantly assisted in he clopement. The happy couple will reside on the

groom's farm, near Grayson, Stanislaus county. The new husband is thirty-two years old.

be dimmed by the pain of overstrained muscles. The power of flight is without doubt associated with pleasures which we cannot directly gauge or estimate, but of the value of which our desires can give us some idea. birds distinctly enjoy the exercise of their powers there can be no matter of doubt. But, as a fact, bird life presents innumerable instances of the maintehance of the powers of flight in species to whose whose existence it is by no means essen-tial. The skylark does not soar from mercenery motives; pigeons domesticated for generations, fly about all day long, though they need to seek neither food nor shelter. It is not necessary to watch birds on the wing for very long to con-vince one's self that the act of flight is one of pure enjoyment; that it is culti-vated and adorned with the reinements which characterize an "accomplish-ment." Such is the evolution of the which characterize an accomplish-ment' Such is the evolution of the tumbler pigeon, such the more refined and masterly hovering of some birds who possess the power of so balancing thimselves on a slanting breeze as to remain motionless with respect to the eurth, without apparently moving a wing or a feather, floating all the time, still and calm.



cools the bloed; it gives delight: sh rpens up the appetite, aids the liver dolts part, ad stimulates the feeb e beart. All Billous sgonles endured, By TARRANTS SELTZER can be cured.

Dyspepsia.

Hatter

-AND-

FINE HATS.

Latest styles just in. LADIES' FURS

REPAIRING

Promptly attended to.

405 South 15th St.)

RAMGE BLOCK.

MAHA, - - NEB.

Furrier,

Made to Order.

AR READ

