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QUARANTINE LIFTED LIVESTOCK SOLD AT CHICAGO YARDS

CHICAGO, Nov. 16.—Hogs sold 40 to 50 cents higher when the stock yards resumed business today after the quarantine. Receipts were only 18,000 head, considerably below the average for Monday, but more than had been expected in view of the areas under quarantine. Monday receipts in normal times approximate 35,000.

Receipts of cattle also were below the average, being but 7000 head, but prices advanced only 10 cents as compared with the closing price just before the gates of the yards were closed November 6. Arrivals of sheep also showed a decrease, but prices were steady at the previous level. Speculators were said to be almost the only buyer of hogs, the bulk of which sold between $7.70 and $8.00.

Slaughtering of livestock at the Union Stock yards was resumed today after a nine day quarantine placed by federal and state authorities because of the prevalence of the foot and mouth disease. The quarantine was officially raised at midnight.

Only animals which had been passed by state and federal veterinarians as free from the contagion and which have been shipped in from districts where the disease has not been reported, were allowed to be killed. Each animal must be passed by an examiner.

WASHINGTON, Nov. 16.—Connecticut and Montana today were placed under federal quarantine because of outbreaks of the foot and mouth disease.

Field inspectors today reported development of the disease in the vicinity of Hartford, Conn., and at Glendale, Montana. The addition of Montana and Connecticut brings the number of quarantined states up to 16.

ARMY OF TRAMPS STEAL A TRAIN

SAN BERNARDINO, Cal., Nov. 16.—Ninety-three tramps, on their annual winter tour westward, are in jail here today, charged with having stolen and operated for their own benefit, a San Pedro, Los Angeles & Salt Lake freight train on the Mojave desert. The tramps, 103 in number, were hiking across the desert bound for Los Angeles, when the freight train entered Otis, a station east of here. They overpowered the train crew, broke seals of freight cars and after making themselves comfortable therein, ordered the engineer to pull out for Los Angeles. When the train reached San Bernardino a posse was in waiting for it, and all but ten of the men were captured.

STEAMER ASHORE ON NORWEGIAN SHORE

LONDON, Nov. 16, 2:40 p. m.—Telegraphing from Christiania the correspondent of Reuter's Telegram company says that the British steamer Weimar, on her way from Archangel, Russia, to Leith, Scotland, ran ashore on Borre Island, off the coast of Norway. All hands were saved and taken to Thornhjem. Among them were 20 British officers who recently brought over a Canadian ice-breaker for the Russian government.

The question is now being raised as to whether these officers are to be interned.

Although there were an unusual number of forest fires on the national forests of Oregon and Washington this year, the loss of merchantable timber has been relatively small.

GOVERNMENT CONTROL OF RAILROADS

REALIZING the present unsatisfactory relations between the railroads and the people, President E. P. Ripley of the Santa Fe has come out openly for government control of railroads on a plan somewhat similar to that of the reserve banks. Among other things, Mr. Ripley says:

Some method of economy must be worked out. Every night five magnificent trains leave Chicago at practically the same time for Kansas City. Each carries every modern device for comfort. Possibly one of the trains—two certainly—could care for the business. Six trains leave Chicago for Omaha nightly, and five for St. Paul. Two trains could do the business much cheaper and much better. . . . Suppose all the unnecessary train service, now forced by railroad competition, all ticket and freight solicitors and their offices, and all the unnecessary duplications were eleminated? Think of the saving. Suppose the railroads were allowed to co-operate?

Suppose railroad groups were established, somewhat after the manner of the regional reserve banks? Each group of railroads could be governed by a board of directors, in which the government could be fully represented. The government could say to each of the lines serving certain territory, "We will guarantee that your net earnings for the next five years shall not be less than for the last five, and you also shall be guaranteed six per cent on any additions and betterments which, with our consent, may be made on the property. In return we demand one or more seats on your board and the power of absolute veto upon any act or proposed act which we may consider disastrous to the community or otherwise improper."

The proposal has been favorably received by railroad managers generally and some such plan may be eventually worked out. A necessary preliminary, however, will be the physical valuation of the roads, as found by the interstate commerce commission as a basis upon which to base government guarantees of earnings and profits. There is no reason why the federal government should guarantee interest upon inflated securities—and most of the railroads are suffering from inflation rather than the low rates.

The railroads now have their rate of earnings fixed for them and the amount of service to be rendered dictated by the federal government and the different states. This should be simplified by elimination of state control, placing entire control in the hands of the federal authorities.

Railroading differs from the ordinary commercial business. It is a natural monopoly, like the telephone and other public service institutions, which really should be owned and operated by the government—just as the postal business of the country is operated. They are not competitive, and competition results in economic waste and loss The six trains where one or two would serve the purpose, and the consequent loss, exemplifies the waste of private ownership. The only way this competitive loss can be met is by increased price for service rendered—which the government forbids.

Being natural monopolies, the railroad, the telephone, the telegraph and other public service institutions should be organized and operated as units, or as a group of units, for the benefit of the people by the only power strong enough to so organize and operate them—the government.

Mr. Ripley and other railroad men practically admit that private ownership and operation has resulted in failure with government regulation—and without regulation private ownership is intolerable. How this necessary government ownership is to be accomplished, whether gradually through control by federal representation upon boards of directors or by purchase or otherwise, is one of the great problems the American people will soon be called upon to solve.

The railroads of the country are suffering from exploitation at the hands of Wall street. The New Haven and Rock Island scandals were but repetitions upon an exaggerated scale, of what nearly every railroad system has suffered.

The common stock in most railroads represents the promoters' and underwriters' profits in addition to their contracting syndicates and land bonus profits.. The slightest excuse has been taken advantage of to water the securities. The building of the Milwaukee's branch to the coast was celebrated by an unnecessary increase of $110,000,000 in securities for the people of the northwest to pay interest charges upon in the shape of higher rates. The consolidation of the Oregon & Washington lines of the Union Pacific into the O.-W. R. & N. was the occasion of $35,000,000 of water being poured into the common stock. And these operations have been multiplied by the score over all sections of the country.

It would be a fine scheme for government guarantees to make good all these inflated securities as a preliminary to absorption of railroads by the government—but it is needless to state that such action would be impossible, for as a preliminary the people will demand actual valuations as based upon physical valuation as fixed by the survey now being made.

Foot and Mouth Disease Fatal

The foot and mouth disease which is afflicting the republican county committee has reached an acute stage and quarantine will be necessary. The committee has put its foot in its mouth so many times that it has finally stuck across the windpipe and strangulation threatens. The end is near. Paresis has attacked the victim, as witness the expiring gasp:

The Friday evening Tribune says that "The Jackson County Republican committee was accidentally discharged again Thursday." Of course the well informed know that this was in the nature of a censored dispatch from the front. The real inside facts are that the committee has the Tribune's exact range and put the shot right where it would do the most good, and eye witnesses report that the resultant commotion and disorder in the Tribune sanctum was something fearful to see.

As soon as first aid had been administered and the bottle containing the Tribune's literary inspiration had been passed around, (a la Monihan) it began to grope and delve and probe. This effort, after shedding much sweat and blood and profanity, brought forth a rather mixed and bewildering diagnosis which left the astonished and open mouthed reader uncertain and unconvinced as to whether the committee was afflicted with volcanic eruptions or the foot and mouth disease.

So far as the Tribune is concerned, the committee's work is about finished and it can turn to the more pleasant and profitable employment of guilding the faltering footsteps of its little Bull Moose brothers back to the friendly and protective folds of the republican party. In the future every Tige or Bulger, be he Fist or Mastif, can come out of hiding and harass to his heart's content, the dragon down on the alley, for the committee in the words of the immortal Davy Crockett, "has him coming out of the same hole he went in at."

JACKSON COUNTY REPUBLICAN COMMITTEE.

Dinner at St. Mark's.

Saturday evening, November 21, St. Mark's Guild will give another of its popular chicken dinner. The dinner will be served from 5 to 8 in St. Mark's hall. The following is the menu:

Baked Salmon Smothered Chicken
Mashed Potatoes Diced Beets
Hot Biscuits Jelly
Coffee
Ice Cream Cake

Price 50c.

Aiding Shrubs and Roses to Winter

(U. S. Dept. of Agriculture Bulletin.)

While lilacs, snowballs, and certain other shrubs should be let alone during the winter, being neither trimmed or covered with straw or manure, other bushes need special attention.

HYDRANGEAS—Hydrangeas (semi-herbaceous) in the south will last out the winter if properly cared for out-of-doors. The tops should be protected with straw or brush. This may be held in place about the bushes with a little manure or stones. The flower buds of the hydrangea form in the fall, and this cover will keep them from winter-killing while shielding the bush from winds and sun. In the north hydrangeas must be taken up, planted in tubs and placed in the cellar. This is generally true of latitudes north of Philadelphia.

The shrub known as brugmansia should be treated as is the hydrangea. The brugmansia (known botanically as Datura) is also called thorn apple. It is a cultivated form of Jimson weed and has long bell-shaped white flowers and rather coarse foliage.

Don't Trim in Fall

As a rule shrubs should not be trimmed in the fall. This process is timely immediately after the blooming period, if this is in the spring, as in the case of the snowball. If the shrubs bloom in the fall, as do some hydrangeas, the rose of Sharon, and some lilacs, they should not be cut directly after blooming, but in the spring of the following year.

The mock orange, which is also known as "syringa," needs no special treatment to help it winter the severe weather. The name "syringa" although popularly applied to the mock orange, is really more appropriate for the lilac, which is known botanically by that designation, while the mock orange is botanically "Philadelphus."

Winter Care of Roses

Rose: Almost all kinds of roses are hardy in the vicinities of Washington and St. Louis and to the south of a line drawn between these points. From Washington northward local conditions influence the successful cultivation of certain varieties. Some roses, as the briar and rugosa, need no protection, but other varieties, such as the hybrid-perpetuals, teas, and hybrid-teas, need special care, particularly north of the fortieth parallel. Teas and hybrid-teas hardly succeed in Chicago, although the hybrid-perpetuals grow as far north as Canada. All these classes do well on Long Island and in Boston near the sea when proper care is given them. These varieties in the vicinity of Washington need merely a little manure on the ground to prevent alternate freezing and thawing. Farther north, however, they should be treated as follows:

Cut the tops to within 30 inches of the ground. Cover the roots with coarse manure or leaves or similar litter. Hold this in place by brush, also acts as a protection. Evergreen boughs may be substituted for the coarser litter except in the most northern regions.

Look Out for Mice

It is best to draw mounds of earth about six or eight inches in height about the base of the rose bushes to keep them from mice. In some localities the loose brush around the roots will attract mice, who will make their winter quarters there and destroy the rose bushes. As an added protection against mice, permit the ground to freeze slightly before the winter protection is supplied. In fact, roses should not be protected until after the first light freeze.

Climbing Roses: In the latitude of Philadelphia and farther south climbing roses usually need no protection during the winter unless they are a particularly tender variety. Farther north these roses need protection similar to that given to the tea and hybrid-tea roses.

Climbing Roses

Climbing roses may be best cared for by being removed from their supports. The branches should then be covered over with a little dirt and treated as hybrid-perpetual roses would be treated. A little fall trimming might be desirable to lessen the space occupied by the branches on the ground. Such side branches as are not to be needed for next season's blooming may be cut off. Such cutting off and shortening of the ends as would otherwise be done in the spring, may be done in the fall before covering merely for convenience.

The above method is much more satisfactory than attempting to put straw about the roses as they remain on their posts or trellises.

CLAIM BRITISH DROP BOMB IN BELGIUM

LONDON, Nov. 16, 3:54 p. m.—The Central News publishes a dispatch from Amsterdam saying that a German newspaper appearing in Brussels declares that a British aviator has dropped a bomb on the town of Countrai in Belgium on the River Lys, 26 miles southwest of Ghent. The explosion of this projectile killed 15 of the local population.

JAPANESE ENTER KIAO CHOW FORT

TOKIO, Nov. 16, 9:45 p. m.—Japanese troops today entered the German fortified position of Tsing Tau in the Kiao Chow territory. Their entrance was attended by various ceremonies, including memorial services for the dead.

The siege of Tsing Tau ended November 7 and the position was formally surrendered three days later.

BRITAIN FINANCES GRECIAN WARSHIPS

LONDON, Nov. 16, 3:10 p. m.—Telegraphing from Athens, the correspondent of the Exchange Telegraph company says it was announced in the Grecian chamber of deputies today that Great Britain had advanced the Greek government 40,000,000 drachmas ($8,000,000) to pay for warships for Greece to be constructed in English shipyards.

BRITISH WARSHIPS DISABLED BY SHELLS

BERLIN, Nov. 16, (by wireless.)—According to information given officially to the press today reports racking Berlin from Geneva, set forth that the British torpedo boat destroyer Falcon, the cruiser Brilliant and the sloop of war Rinaldo have been disabled by German guns on the Belgian coast.