

Highest of all in Leavening Power.—U. S. Gov't Report, Aug. 17, 1889.

# Wheat Baking Powder

ABSOLUTELY PURE

REAL ESTATE. ARMY OF THE POTOMAC. Twenty-second Annual Reunion of the Society at Buffalo, July 3 and 4.



Miss Blanche Smith, graduate of Boston school of oratory. Summer classes organized this week in elocution and oratory. Special attention given to the Delsarte system of gestures. 304 N. Market street. 443-31.

Five one-pound bars of Favorite Soap, 25 cents, at Tattersall's, 239 North Main. 443-44.

WICHITA, KAN., JULY 6, 1891. Notice is hereby given that the books of subscription of the Central Kansas Land company will be open for subscription to the capital stock of said corporation at the office of the Kansas Loan and Investment company at the city of Wichita, Kansas, on and after the 6th day of August, 1891.

By order of the board of directors, J. C. RUTAN, Secretary.

Favorite Soap six for 25c. Magnet Soap, six for 25c. All packages closed, 25c, at Tattersall's, 239 North Main. 443-44.

Flannels and organs retailed at wholesale prices. Thos. Shaw. 41-27.

A lot of good brick for sale. Thos. Shaw. 41-27.

Excursion to Toronto, Canada. A large party of Wichita people will leave over the Rock Island route to Toronto and eastern points. Excursion tickets to Toronto and return will be on sale at the Rock Island ticket office at lowest first-class one-way rate plus \$2 for the round trip, good for return passage until September 30.

By leaving your names with the Rock Island agent special accommodations will be reserved for you. This rate is open to the public. Call at the Rock Island office, 100 East Douglas avenue, corner Main street and get circulars and general information. 441-26. W. H. WISHART, C. T. & P. A.

Wheeler & Wilson machines cheap. Thos. Shaw. 41-27.

The Rock Island is in it—the only line running through cars from Wichita to Chicago without change of cars. Excursion rates. Only one change of cars between Wichita and Toronto, Canada, and that change in union depot at Chicago. Minneapolis one-way rate plus \$2 for the round trip, good for return passage until September 30. Tickets on sale July 8 to 9. W. H. WISHART, 441-26.

A lot of Wheeler & Wilson Sewing machines cheap. 41-27.

Remember Well and Bear in Mind. Think if you are going to Washington or Ohio, or any other Pacific coast point, it will be better to travel via the Missouri Pacific railway. The reason is that you will save time and money at junction points. Excursion rates. Only one change of cars between Wichita and Toronto, Canada, and that change in union depot at Chicago. Minneapolis one-way rate plus \$2 for the round trip, good for return passage until September 30. Tickets on sale July 8 to 9. W. H. WISHART, 441-26.

One car load of pianos and one of organs coming this month, all at factory prices. Thos. Shaw. 41-27.

Take stage at Wharton for Stillwater. Billy Reid, proprietor. 443-4.

Fifty pianos and seventy-five organs—all grades, at factory prices—at factory prices. Thos. Shaw. 41-27.

Blanks of all kinds used in real estate transactions, court proceedings, justice blanks, all kinds and descriptions, can be purchased on the first floor, in the business office. 14.

You cannot wear out a Domestic Sewing machine. 41-27.

The New Domestic Sewing machine is a lock and chain stitch—two machines in one. Don't fail to see it. Thos. Shaw. 41-27.

Parke's New Michigan grocery just opened at 513 North Main street. Will fill orders with new goods. Call and examine at once. 437-7.

Why not go to Canada this summer? National Educational Association holds its meeting there in July. Santa Fe route offers rate of one fare for round trip, plus \$2 membership fee. Tickets on sale July 8 to 13, good until Sept. 30 returning. Cheap direct trips can be made to St. Lawrence resorts, New England and Atlantic coast. 441-26.

Slack a pin here, please: Going via Santa Fe route no transfer is required in Chicago. We occupy union depot with Chicago and Grand Trunk and Northern railroads, "direct" routes to Toronto. We are also thirty miles the shortest line between Kansas City and Chicago. Pleasant vestibule train leaves Wichita at 8:30 p. m. Connection is made with this train at Newton, from there to Chicago, via Pullman sleeping car and Pullman sleeping car. Call at local agent Santa Fe route for particulars or address: G. T. JOHNSON, G. T. & P. A., Wichita, Kan. 441-26.

W. D. MURDOCK, D. P. A., Corner First and Main streets, 429-30. Wichita, Kan.

Hot for the Mountains of Colorado. Round trip tickets to Denver, Pueblo, Colorado Springs and Trinidad, cheap. Only \$22.50 for the round trip, good for return until Oct. 31, 1891. Remember the Missouri Pacific railway is the shortest line to all Colorado points. Train leaves daily at 5:30 p. m., arriving at Pueblo 6:10 a. m., for breakfast and Denver for dinner. For all points in Colorado, Utah, Montana and Washington, the Missouri Pacific railway. Chair cars and Pullman sleeping cars on all train. Call at city ticket office for further information, maps, pamphlet, etc., etc. The agent is: E. E. BRIDGLEY, 1441-17. P. & T. A., 130 N. Main st.

Rock Island Route to the Pacific Coast. If you are going to the Pacific coast points, now that the Union Pacific has changed the time of departure of their trains from Denver west, you can save twelve hours in time by leaving Wichita via the Rock Island train, which runs daily, leaving Wichita 8:30 a. m., arriving at Denver 7:00 a. m. next morning, making a direct connection with the Pacific coast trains with tourist cars through to Portland, Ore., and San Francisco. Office 100 East Douglas avenue, corner of Main street. W. H. WISHART, C. T. & P. A.

## FASHIONS IN MEN'S WEAR

AFTER MANY VENTURES COMFORT HAS CARRIED THE DAY.

The New Hat is to be the Dominant Feature—The Self-Tied Scarf—Blazers and Neglige Shirts—The Shirt Waist and Sash.

The hat has undoubtedly once more come to the front as the dominant feature of the dress of fashionable men. The swell hats were one of the becoming bell curves, curl brimmed tall hats, with the prevalent attire, experiences the feeling that the rest of the ensemble is not "up to it."

These coats—despite the cavilers that inveigh against anything new in men's wear—are certainly distinguished looking, but they require the accompaniment of just such a style of headgear for the carrying out of the "old school" memories they suggest.

Many of them have already been seen upon the promenade thoroughfares of Gotham, and the long light-colored overcoats so prevalent in England will follow as a matter of course. There is, however, for obvious reasons, considerable discussion pro and con the acceptance of these ultra styles.

Anything is possible in masculine habits that is practicable, consistent and manly. That for and against strides are being made in the curriculum of men's wear may not be gainsaid. Each different article and adjunct of apparel may be taken separately and shown to have felt the impetus of ENGLISH LONG FROCK.

In a feature of the masculine costume there has been greater strides made than in neckwear. This is the one especially decorative feature with which the dullness of the makeup may be lightened. It is the particular texture from the feminine vocabulary that wins the man. In quality, style and pattern the neck dressings of men have been elaborated to a degree that would not have been deemed possible a decade ago.

The care and judgment devoted to their manufacture has developed the observance of certain similes and government reports, and the result was that he entered congress as well equipped on finance and tariff as any man in it.

He entered it young, too, being but thirty-two years old when elected in 1875. Thereafter he served continuously seven terms except that near the close of the Forty-eighth congress his seat was awarded to a contestant, as Major McKinley's majority "on the face of the returns" was but eight. He entered the army young also, enlisting as a private in the Twenty-third Ohio (H. B. Hayes) regiment at the age of seventeen. He came out a captain in September, 1863, receiving the rank of major by brevet. In Virginia, in 1864, he served some time as aid to General Crook, and with marked ability. He was born at Niles, O., Feb. 28, 1844, and his first office was that of chief attorney of Starko county, O., in 1869-71.

Unfortunately for his social life in Washington, Mrs. McKinley is an invalid, yet his devotion to her is one of the most pleasing features of his life. They usually occupy rooms in a modest hotel, and he does his work where he can go to her at any moment, usually spending all his leisure time by her side. He made but little money before entering congress, and consequently there is truth as well as point in the remark of a colleague that his life is very economical as well as political and politico-economic.

A Boarding House for Dogs. Scientists have recently decided that the dog is biologically nearer akin to man than to any other animal, so Mrs. Sarah Murdoch, of West Sixty-sixth street, New York, is quite in accord with the fitness of things in keeping a dog's boarding house. She has forty canine boarders this summer—prize dogs, trick dogs and dogs "whose owners are out of town for the heated rooms in a modest hotel, and he does his work where he can go to her at any moment, usually spending all his leisure time by her side. He made but little money before entering congress, and consequently there is truth as well as point in the remark of a colleague that his life is very economical as well as political and politico-economic.

A Detroit Authoress. "The New Aristocracy" is the title of a very new novel bearing on the labor question, which several critics think indicates the beginning of quite a new phase of the discussion. The title page bears the name of Birch Arnold, and it is in the nature of a surprise to find that the author is a woman—an extremely domestic and quiet lady living at 113 Pine street, Detroit, though formerly from a small place in the rural regions. She had previously written some fugitive poetry and a small sketch, neither attracting any great attention; but of her novel the first edition was sold at once and 500 copies of a second edition ordered.

THE TAILLESS SHIRT. The groping that is going on at present in search of the most expedient innovations there has been nothing suggested that approaches in grotesqueness or even so calculated to attract attention as the dozen years ago. Not only in the overwear and small wares of men's furnishings is speculation rampant, but also in the underwear in which there is a more conservative and independent weight, in perfect shape. Then again, it is claimed for this innovation that the drawers has always had a tendency to affect the correct fit of the trousers, and this is obtained by the wearing of the shirt waist. The change of expediency in the wearing of long stockings is met with the argument that they were in the olden time part and parcel of men's dress, and that the idea is therefore not an encroachment but a revival. The underbreaches are made looser at the knee so as to give a greater ease in movement. The shirt waist may be also worn with the drawers and half hose, but the most favored combination is that shown in the accompanying illustration.

Concerning the Indians. The latest statistics as to the Indians of the United States have yielded many fine essays, and some tolerably good poetry. The Indians, to use the language of an agent, "have just about stopped dying out." In fact, they are about as numerous as they were twenty years ago, though some authorities maintain that this only seems so because the count is far more accurate since all the wild tribes have been located on reservations. At any rate it is certain that the number of Indians was supposed, and probable that several of the superior tribes are increasing.

## MAJOR MCKINLEY.

The Tariff Bill Maker Who Has Been Named for Chief Justice.

Major and Hon. William McKinley, Republican candidate for governor of Ohio, unites several qualities not often found in the same man. He was among the busiest and most earnest of congressmen, and has always been very domestic; a rigid disciplinarian, not at all humorless, and secretly gifted with what is called magnetism, he is yet peculiarly suave and mildly genial, and manages to have his way in caucus and committee without giving offense.

In general appearance he is like a sturdy Englishman, but his complexion is so dark that he might easily pass for a native of some climate much warmer than ours. And lastly, the shape and poise of his head are so very Napoleonic that every one familiar with the portraits of the great Corsican notices the resemblance at first sight, and recognizes the fitness of his popular nicknames. The existence of these extremely dark families among the fair Scotch and Irish has long been one of the puzzles of ethnology, and it is the latest conclusions of scientists are correct, Major McKinley must be credited with a share of the blood of those dark aborigines whom the invading Celts found in Great Britain and Ireland.

Supporters and opponents alike agree that Major McKinley is very much in earnest in his views, and that his mastery of his special subject is due to prolonged study. His townsmen say that when he was a law student in Canton, O., the subject of protective tariff came before the town lyceum, the major being appointed to read the pro-protection side. The other side was led by an old lawyer of long experience in debate, and he gained a brilliant victory. This stung his young opponent, and he resolved to master the subject at once.

He was born July 4, 1830, at Lyons, France, but was reared chiefly in Paris. At the age of thirteen he went on his travels, visiting the most noted places south of the equator and circumnavigating the globe. In 1850 he volunteered in the French war, and served in the Crimea. In 1859 he removed to the United States and took a place in Tiffany's jewelry store in New York, but on the first sign of war volunteered in Duryee's Zouaves. He was soon promoted to a lieutenant for conspicuous gallantry, and fought his way up to general in the Army of the Potomac and Sixty-fifth New York, or Second Maryland at Fort Hudson and elsewhere in the southwest. In the campaign of 1864 in Virginia, he won high honors, and near the close of the war was brevetted as a brigadier general. On Dec. 13, 1864, he married Miss Annie E. daughter of Mr. Fulton, of the Baltimore American, and has ever since been identified with that paper.

President of Midland College. Dr. Jacob A. Clutz, who was chosen president of the general synod of the English Evangelical Lutheran church, recently in session at Lebanon, Pa., is a native of Adams county, Pa., and is forty-three years old. He graduated from Pennsylvania college in 1869, and the same year entered the Gettysburg Theological seminary, graduating in 1872. Immediately after graduation young Clutz was ordained a minister of the Lutheran church by the West Pennsylvania synod. He was pastor at Newville, Pa., for a year, when he was called to St. Paul's church, Baltimore. He continued in this capacity until 1883, during which time he served as treasurer of the Children's Foreign Missionary society, and also as corresponding secretary of the board of foreign missions.

In 1883 he resigned his Baltimore pastorate to become eastern secretary of home missions. In the last named capacity Dr. Clutz developed administrative ability of a high order, which led to his being chosen in 1889 as the first president of Midland college, a new institution established by the year before at Atchison, Kan., by the general synod. In the discharge of his various duties as college president Dr. Clutz has manifested the same energy and executive ability that characterized his career at Baltimore. The college already possesses property valued at \$50,000, and has, in addition, an endowment of \$3,000. The latter was left to the college in the form of a life insurance policy by Mrs. George D. Goywald, an enthusiastic young Lutheran clergyman of Kansas City, who was largely instrumental in founding the institution.

Through vestibule sleeper to Manitou Falls via Santa Fe route in addition to regular service to Colorado Springs and Denver. The shortest line to St. Louis is 48 miles. No change of cars of any kind between Wichita and New York City via the Missouri Pacific railway. City ticket office 120 North Main street. 141-17.

For Kansas City, St. Louis and all points east take the Missouri Pacific railway. The shortest line to St. Louis is 48 miles. No change of cars of any kind between Wichita and New York City via the Missouri Pacific railway. City ticket office 120 North Main street. 141-17.

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## A BALTIMORE JOURNALIST.

General Felix Agnus, the Accomplished Editor of The American.

The Baltimore American is the third in age among American papers, and dates from Aug. 20, 1778, by regular succession, though the present name was not taken till May 4, 1799. Unlike most old papers, it has preserved its original character and contentment. It is a general character from the first; its earliest issues gave the particulars of the development of Maryland and Virginia toward the west, and its continuous policy has been to record local enterprises and state development. It was the first journal in the United States to have a woman for editor, the first to employ a stenographer to report the proceedings of congress, the first to have special riders to bring in the latest news, and the first to publish the "Star Spangled Banner" and the official copy of the Declaration of Independence.

In 1833 Mr. Charles E. Fulton became the leading spirit in the management, and made the paper what it was till his death, in 1888, when his son-in-law, General Felix Agnus, became sole trustee and publisher. He had already been the financial manager. Under his management The American now celebrates its one hundred and eighteenth birthday with a magnificent trade edition, illustrating the progress of Baltimore and the paper. General Agnus has had a history which seems all romance in the early part, and all practical business sense and success in the latter half, as he has fought in the wars of his native and adopted country, and was a brigadier general at twenty-two.

He was born July 4, 1830, at Lyons, France, but was reared chiefly in Paris. At the age of thirteen he went on his travels, visiting the most noted places south of the equator and circumnavigating the globe. In 1850 he volunteered in the French war, and served in the Crimea. In 1859 he removed to the United States and took a place in Tiffany's jewelry store in New York, but on the first sign of war volunteered in Duryee's Zouaves. He was soon promoted to a lieutenant for conspicuous gallantry, and fought his way up to general in the Army of the Potomac and Sixty-fifth New York, or Second Maryland at Fort Hudson and elsewhere in the southwest. In the campaign of 1864 in Virginia, he won high honors, and near the close of the war was brevetted as a brigadier general. On Dec. 13, 1864, he married Miss Annie E. daughter of Mr. Fulton, of the Baltimore American, and has ever since been identified with that paper.

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Colorado Tourist Rates via Santa Fe route. Commencing June 4, 1891, excursion tickets will go on sale to Pueblo, Colorado Springs, Trinidad and Denver at price \$22.50 for round trip. Also to Trinidad via Denver price \$27.50. Final limit for return passage October 31. For particulars inquire corner First and Main streets or passenger station Douglas and Fifth avenues. 141-17.

New Dining Car Service. Hereafter passengers leaving Wichita on the Missouri Pacific east through train at 12:30 p. m., for St. Louis or points east of Fort Scott, will enjoy the benefit of having supper served in a dining car at Fort Scott at 7:35 p. m. Likewise passengers leaving St. Louis at 8:30 p. m. will be served breakfast at 7:26 a. m. in the same way. This is the first of several improvements becoming more popular daily with the traveling public. E. E. BRIDGLEY, Passenger and Freight Agent, Missouri Pacific Railway, 120 North Main. 461-17.

Through vestibule sleeper to Manitou Falls via Santa Fe route every day without change. Connection is made at Burlington with the Colorado train, a solid vestibule from the engine to the rear sleeper. Leave Wichita 4:45 p. m., arrive at Pueblo 6:10 a. m., Colorado Springs 7 a. m., Manitou 8:45 a. m., Denver 11 a. m. 331-17.

When you go, take the Frisco line to St. Louis and the eastern route because that is the only Wichita line running two solid trains daily without change of any class to St. Louis morning and night, and it is the only line having saloon and transfer Pullman sleeping cars in morning and night trains. Always on time and sure of making eastern connections at St. Louis union depot. 341-17.

Wichita and Kansas City express, Santa Fe route, leaves daily at 5:35 a. m., arrives in Topeka 2:10 p. m., and in Kansas City 4:25 p. m., with change of cars, reaching chair car seats in which are free all ways on time. Stops everywhere and runs fast between stations. 341-17.

Excursion. National Educational Association. The national meeting of this association takes place at Toronto, Ont., on July 14th to 17th, on account of making an excursion rate of one lowest first class fare for the round trip, plus \$2 (two dollars), will be made to Toronto, and the return limits of the tickets can be extended to Sept. 30th, 1891. Parties who contemplate taking advantage of these rates will find it to their interest to call at the Missouri Pacific railway ticket office and receive information relative to routes, etc. The Missouri Pacific railway offers superior advantages in making by rail to Chicago, St. Louis, Toronto by this line in less time than any other. Only one change of cars, which is made in Union depot, and thus avoiding the usual change at Chicago, and transfers between depots. E. E. BRIDGLEY, C. T. & P. A., 120 N. Main street. 141-17.

The Missouri Pacific railway is the only one running an afternoon train Wichita to St. Louis, leaving Wichita at 2:30 p. m. and arriving at St. Louis 7 o'clock next morning; 48 miles the shortest line and three hours the quickest time. 121-17.

Blank charters and all kind of legal blanks for sale by THE WICHITA EAGLE, Wichita, Kansas. 471-17.

Fine Playing Cards. Send ten (10) cents in stamps or coin to John Sebastian, general ticket and passenger agent Chicago, Rock Island and Pacific railway, for a pack of the latest, smoothest, slickest playing cards that ever gladdened the eyes and rippled along the English. Includes the Great Lakes Casino, Dutch, Euchre, Whist or any other ancient or modern game, and get your money's worth five times over. 161-17.

Office Sheriff Sherman County, Kansas, Kan., May 15, 1891. M. M. MURDOCK & Co., Wichita, Kan. DEAR SIR:—Enclosed you will find my check in payment for Sheriff's docket, etc., for which please accept my thanks. The Sheriff's docket is an especially fine one and I would not do without it for any price. Yours truly, J. M. WILBERT. 141-17.

Low Rates—Twenty of July. The Chicago, Rock Island and Pacific railway will sell tickets at the usual reduced rates, for round trip to excursion parties, for national holiday season. See small bills or apply to any ticket agent of the Great Rock Island route system for rates and limit of tickets. E. E. BRIDGLEY, JOHN SEBASTIAN, 33-46 Gen. Man., G. T. & P. A., 120 N. Main street. 461-17.

Santa Fe's Chicago vestibule express, connection with which is made at Newton is the handsomest train on earth. Leaves Wichita daily 10:30 a. m., arrives Chicago 7:45 p. m., and Chicago 9:15 next morning. Palace library chair cars secure also palace sleeping and dining cars. 241-17.

Are You Going to Washington Territory? Parties emigrating to the northwest will find it to their interest by calling at the Rock Island ticket office for information regarding rates, routes and accommodations via this line. Do not be deceived by agents of other lines, as they have the choice of four different routes west of Denver. For speed, safety and comfort the Rock Island leads the procession. W. H. WISHART, Ticket Agent, Office 100 East Douglas avenue, corner Main street. 461-17.

Hotter Eye and Bye. This is not a sermon. It is only a railroad missionary tract. If you take a vacation this summer, why not go to Colorado? Nestled around Pike's peak there are plenty of places where one can cool off for a very little money. Manitou, Cascade, Green Mountain Falls and Woodland Park, in the favorite tri-pass, will be lovelier this year than ever. They are most directly reached via the Santa Fe route. You change cars in union depot at Colorado Springs, and take cross-gauge train on our Colorado and Pacific division for destination. No tedious transfer across the city. Cheap tourist tickets now on sale, good until Oct. 31, returning. Inquire at local agent Santa Fe route, Union ticket office, corner First and Main streets, or passenger station, Douglas and Fifth avenues. 141-17.

WANTS A HOME? Now is the Time to Buy one. Prices will never again be so low in Wichita. Facts justify this assertion. See WRIGHT & MILLER'S list. Citizens Bank Building. 141-17.

# Boston Store

Clean Sweep.

Continues.

Watch our Windows Displaying Our Specials 25c for 9c. 5 Big stacks of 20 dozed each. Ladies Ribbed Vests sold last week. About as many left. Must be swept out this week. 600 fine all linen, knotted fringe towels, regular price 20c. FRIDAY ONLY 10 CENTS.

50 cts for 25 cts. 200 remnants of solid colors, China and Surah silks to clean up at 25 cts. 15c for 6c. Lot of fine Torchon Lace now 6c. 25c for 5c. 50 doz. Ladies' Linen cuffs, reduced to 5c. 10c for 2 1/2c. Lot of Lace—just the thing for wash fabrics—reduced to 2 1/2c. 75c Ladies' Waists now only 39c.

39 cents LACE CURTAINS. Department up stairs. Go up and see how extremely low we sell them.

# MILLINERY

PRICE

Season is drawing to a close. All garments in this department at just 1/2 PRICE.

# Boston Store

HOTEL CAREY. \$2 TO \$3 PER DAY.

# UNDERTAKER AND EMBALMER.

H. C. DUNBAR. 235 NORTH MAIN STREET.

First Floor. Blanks of every description can be found in the business office of the EAGLE, first floor in quantities to suit. Call at the office. 141-17.

# SEALS.

We are prepared to furnish as good a Notary Public Seal as can be made on, Short Notice, at a Reasonable Price. R. P. MURDOCK, Manager.