Highest of all in Leavening Power.—Latest U. S. Gov't Report.

Royal Baking Powder

ABSOLUTELY PURE

Herman & Hess

Are offering special inducements to buyers of Summer Clothing.

You know, or should, that the above announcement means the saving of many dollars to the clothing buying public.

Our methods. the same today, yesterday and forever, One Price. No misrepresentation and one hundred cents worth of value for each dollar invested.

7 Days

is not a long time, hut it is all you have to complete your coupon entitling you to a life size crayon portrait sree.

HERMAN & HESS,

ONE-PRICE CLOTHIERS.

406 East Douglas Ave.

Tho "Hess" Shoes are the easiett, cheapest and best.

REAL ESTATE TRANSFERS.

(Furnished by Applegate & Mallory, Abstracters.)

The records in the register of deeds office show the following buyers:

J Page w d e hf se qr sec 32 25 1w	$1600
H R Watt w d ne qr sec 9 29 2w	1925
J Turley qc d lot 6 7 sec 6 27 4w	300
Isaac A Bronson w d lots 10 12 Ida ave Keich's 3d add	500
Sarah Levy w d lots 1 11 17 29 49 51 24 30 Stover Maple Grove add. Lots 118 120 Waco Englishes 8th add	141
S B Benson lots 49 51 Douglas ave English's add	10,000
Amount of mortgage releases	3400

Snap No. 2.

75 feet of ground with good orchard, two story, 7 room house, hall closets, fine arrangements, good repair, call and see photograph.—Price $550.

Hartford Investment Co.

Room 402 Sedgwick Building.

Helena, Montana and Return.

Excursion tickets to Helena, Montana, at one lowest first class fare for the round trip. On sale July 6th to 10th. Call at Missouri Pacific railway ticket office 120 North Main street. E. E. BLECKLEY, Passenger and ticket agent. 45-2t

Moonlight Platform Dance.

Saturday evening, July 9, there will be a moonlight platform dance at Ackerman's island park. Good music and refreshments, All are invited. 45-1t.*

Picnic Sunday at Ackerman's Island Park.

The W. T. C. society will hold their picnic at Ackerman's island park, the beautiful shady grove west of Second street bridge next Sunday afternoon. A dancing platform is erected on the grounds and a good orchestra is engaged. Lemonade, ice cream, etc., also a good lunch stand. All are invited. Admission free. 45-2t*

Be sure you get a leaf with every purchase at the Wichita Book company, as every twenty-five returned to us gets you a prize. d43 3t

I will sell my grocery, having the best country trade, to a good man. A rare chance to the right man. All staples.
SAM BUKOFZER,
d43-4t* West Side.

The coming Grand Army encampmen at Washington in September promises to be the largest ever held, and more old soldiers will be in line than at any time since the close of the war. Particular interest is being aroused from the fact that the G. A. R., have never visited Washington since the grand review just before being mustered out to service. To add to the enjoyment of the encampment a series of very cheap excursions have been arranged to Richmond and the historic battlefield of Virginia.

As tickets will be sold to Washington with a limit of Oct., 12th returning it will enable parties to make a good long visit in the east and start home in time to stop in Chicago and take in the world's fair dedication ceremonies which will occur Oct., 11th and 12th. At the same time there will be an encampment and grand review of the national guards from every state in the union. It being estimated that there will be 50,000 militia in line.

The G. A. R. of Southwestern Kansas are already talking up the trip and Mr. J. T. McMillan and H. D. Heiserman are organizing a party. Through chair cars and sleepers will run from Wichita without change and Pullman tourist sleeping cars have been chartered both for the trip and for sleeping quarters during the stay in Washington. The expense of the latter will be only 75c per day for a double berth which can be occupied by two people if preferred. The fare will be cheap and if you want to join the crowd address the gentleman above named who will reserve sleeping car accommodations and give you all tce information possible. 44tf

When you go, take the Frisco line to S Louis and the east for the reason that it 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 palace reclining chair and Pullman sleeping cars in morning and night trains. Always on time and sure of making eastern connections at St. Louis union depot. 24tf

For Kansas City, St. Louis and all points east take the Missouri Pacific railway The shortest line to St. Louis by 48 miles No change of cars of any kind between Wichita and St. Louis. Only fifty hours between Wichita and New York City via the Missouri Pacific railway. City ticket office 120 North Main street. 101 tf

EXPRESS STEAMERS.

Austin Corbin Will Revolutionize Transatlantic Traffic.

To Sail from Montauk Point and Sail the Stars and Stripes — The Ocean Trip to Be Reduced Two Days—Fast Time for Mails.

[COPYRIGHT, 1892.]

Peerless steamships, that will fly the stars and stripes from their peaks and make the ocean voyage to Europe in less than five days, are now promised by American money kings. American capital will at last restore this country to her long-vacant place as leader in transatlantic traffic. Recent acts of congress in allowing English ships to fly our flag, under certain conditions, have brought this great scheme of revolutionizing ocean travel to its culmination.

Men of millions have been plotting and planning for a dozen years to make a grand coup de grace in ocean traffice. The passage to Europe is to be reduced very nearly fifty hours. The promoters of this great revolution in the transat-

PROPOSED ROUTE OF THE RAILROAD TO MONTAUK POINT.

lantic trade are not visionary schemers, but moneyed and practical men. They first secured the passage of the postal subsidy act by the last congress. This measure entitles ships of American register to $12,000 a round trip, or about $150,000 a year each, being at the rate of $4 a mile for each mile traveled on the outward voyage, and upon the assumption that about twelve trips a year will be made by each ship. Their next step was to secure the passage of a bill to admit to American registry foreign built ships, but with a proviso that an amount of tonnage must be built in American shipyards equal to that admitted under the flag. This will entitle all the ships to the fat gift of the government provided by the postal subsidy bill.

Speed and safety have always been the great requisites, and the new ocean greyhounds now building for a $10,000,000 company, composed of American capitalists, will, it is claimed, eclipse anything in the steamship line ever before known.

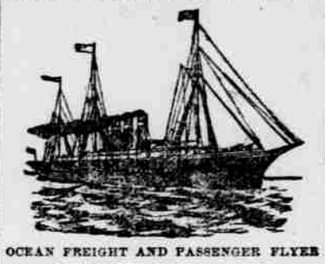
For more than ten years a party of American millionaires, with Austin Corbin at their head, have been figuring out the problem of how to materially reduce the time to Europe. It was Mr. Corbin, the king of Long Island, as he is known among his associates, who first thought out the scheme and then interested others.

After repeated postponement of interviews, owing to the incomplete condition of his plans, I have succeeded in getting the bottom facts about the new transatlantic line of lightning ships. In

1889 Mr. Corbin secured 32,000 acres of land at Montauk Point, L. I. It is pretty generally known that he owns all the railroads on Long Island, and that his railroad facilities to this point could be made to fill any requirement. Well, inside of Montauk Point, L. I., is Fort Pond bay, where, Mr. Corbin says, there is never less than forty feet of water at low tide. Mr. Corbin figured out that a ship could leave Montauk Point without regard for wind or tide and out across lots, as it were, for Europe, touching at Milford Haven, in Pembroke, Wales, where there is a harbor of 15x2 miles of deep water large enough to anchor all the ships of the United Kingdom. This passage would cut the distance down 300 miles, and as there would be no waiting for tides in passing over the bar of New York harbor, a regular time table could be made. With this cut in the distance, and faster ships, Mr. Corbin concluded that the voyage across the Atlantic could be made in less than five days, the distance between the two points being 2,871 miles.

In this great combination formed to revolutionize ocean traffic are officials high in railroad and steamship companies. The Pennsylvania railroad and the New York and New England will be the two principal feeders for the new transatlantic line. And here is how it is to be done:

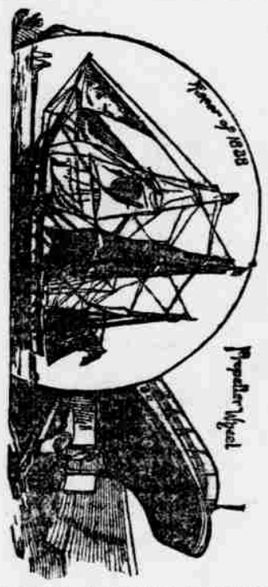
For several weeks past there has been great mystery in Wall street over



OCEAN FREIGHT AND PASSENGER FLYER AS PROPOSED BY MR. CORBIN.

the activity in Austin Corbin's Long Island railroad stock. The mystery is at once cleared up by the statement Mr. Corbin authorizes me to make that the Long Island and the Pennsylvania railroads have joined hands to build a tunnel from Jersey City to Brooklyn. The agreement has already been signed between the two companies and the papers for the incorporation of the company to build the passage under New York and the Hudson and East rivers have just been filed in Albany. The New York, New Jersey & Eastern Railroad Company is the name of the corporation, and it was incorporated to build, maintain and operate a railroad from Flatbush and Atlantic avenues, Brooklyn, under the two rivers and Manhatten Island to New Jersey, the length being five miles in New York and one mile in New Jersey.

This is one of the most important branches of Mr. Corbin's mammoth transatlantic enterprise. So far he has enough land at Montauk Point to build a city, all the roads on Long Island, the probable privilege to buy half of his ships in the cheap foreign market, the American registry and subsidy for all his vessels, and the privilege to build a tunnel from the Pennsylvania depot in Jersey City to his Long Island railroad depot in Brooklyn and the New York & New England railroad running express trains direct to Long Island, where connections are made with his line of fast expresses from Flatbush avenue, Brooklyn, to the ship's side at Montauk Point. The Pennsylvania road he depends on for all the European passengers from the west, and the New York & New England will be the feeder for the east-



ern states. Now listen to Mr. Corbin tell in his own language of this gigantic scheme:

"Will there not be more danger in running your ships at an increased rate of speed?"

"No, there will be less danger running at twenty-one knots an hour than at fifteen or eighteen, unless you run into an iceberg, and no matter at what rate of speed you are going you are wrecked then, sure."

Naturally, Mr. Corbin's proposed new line of ocean greyhounds has aroused the greatest activity on the part of other lines. The latest scheme, an old one with new varnish, is the Arrow Steamship Company, that has recently completed and launched a ship, the Howard Cassard, at Baltimore. This ship has a keel that weighs thirty-six thousand pounds, and it was believed she would sink of her own weight. At any rate she has been completed and tested to the satisfaction of the men who invested money in her. It is said by Mr. Fryer, her builder and inventor, that other ships of this style will be built at once and employed in the ocean passenger traffic, and Mr. Fryer and his backers say they can make the voyage in even less time than can Mr. Corbin's ships. As they will carry only passengers, they claim that the Howard Cassard, now in the water, will make the trip in four days to Queenstown. They will get the mail carrying at 40 cents a pound and the $12,000 a round trip of their American-built ships, according to the provisions of the subsidy bill.

I went to Carl Schurz, the director of the Hamburg-American line, for a quiet and serious chat after listening to tales of these gigantic ocean enterprises. I asked him what he thought of them.

"Mr. Corbin's scheme I know nothing of excepting what I have picked up piecemeal in the papers from time to time. From the meager information I have I should say it was perfectly feasible and showed great planning. I don't think it will pay to put on ocean liners for passenger carrying alone. The passage of the Cockran act for the encouragement of ship building was one of the wisest acts of the last congress. If proper encouragement is given our capitalists, of course they will build ships here. The only reason they didn't do it before was because they couldn't afford to pay the price when they could get the same goods for less money in a foreign market.

We Are a Rapid People.

Veteran of Eighteen Winters—I am going to speak to Arabelle to-night.

His Friend—Why, do you think she will accept you? Has she ever given you any encouragement?

Y. of Eighteen Summers—Well—ermo; but I think my chances are good. This is her second season, you know.

Note—Arabella is nineteen.—Tanzill's Punch.

MAN'S INHUMANITY.

Illustrated by a Collection of Instruments of Torture.

Inventions by Highly Respected Ancestors Which, as a Means of Inflicting Suffering, Would Do Credit to Satan Himself.

If a certain project entertained in London, and somewhat advanced, proves successful, visitors to the Columbian exhibition next year will have a rare opportunity for studying a unique product of European civilization—not the civilization of to-day, to be sure, but nevertheless a material symbol of a time when intellectual faculties were highly and specially developed, and when religion was in evidence in its most aggressive and assertive form, when it apparently dominated men's thoughts and displayed itself in every act. This project, says the New York Herald, is to secure for the big Chicago show the Nuremberg collection of instruments of torture. It is the only collection of its kind in the world that is to any degree exhaustive. For many years it lay in the royal castle at Nuremberg, where it was one of the leading features of the famous old town, no tourist considering his Bavarian sojourn complete without a look at it.

The collection is now owned in England. The right honorable the earl of Shrewsbury and Talbot had a collection of such instruments, together with many ancient prints and engravings of other instruments and the method of their use.

To this he has added the Nuremberg lot, which includes the most famous, if not the most ingenious, contrivance for cruelty that was ever constructed. This is the "Iron Maiden" (Eiserne Jungfrau). It is with mixed emotions that one views this fiendish machine. It is no mere model, built in our time from printed descriptions; it is the genuine, original and, thank God! the only maiden of her kind; and it was in the tight embrace of these very pieces of wood and iron that many a man endured the slow agony of death from pricking, pain and starvation. We must look at this with all the reverential awe due to any ancient thing around which hang historical associations. We cannot resist a fascination in the very horror of it—that man could have applied it to man.

THE "IRON MAIDEN."

The accompanying sketch shows the Maiden in the torture chamber of Nuremberg castle. Such a chamber, by the way, could easily be built in Chicago, so that the collection might be viewed with the advantages of appropriately lugubrious surroundings. In the picture the Maiden is empty—that is, ready for her victim. The condemned man is placed inside by opening wide the doors which the artist has shown slightly ajar. Standing upright his face fits into the mask at the top. Then the doors are closed and clamped together. The entire interior is fitted with sharp iron spikes that are forced by the closing doors into various parts of the victim's body. Two of them enter the eyes, others his back, his chest, his arms and legs—just far enough to cause excruciating agony, but not far enough to reach any vital organ. The victim cannot stir if he would, so firm is the Maiden's embrace. He simply stands there impaled twenty times over until exhaustion stops the sense of pain forever. Then the executioners let fall a trap door beneath the Maiden's skirts, the lacerated body drops from the spikes into the river flowing beneath and the Maiden is ready for another.

Cheerful institution, isn't it? Terribly good, loyal and pious those old Bavarians must have been who administered it. They condemned men to the Maiden's embrace for plots against the governing powers, parricide and religious unbelief.

But though the Iron Maiden is the most famous machine of its kind, there are many others that equal it in ingenuity and adaptability for torture, and we who count descent from Englishmen may shy no stones at the ancient Bavarians. Here in England nearly every form of torture was applied in the good old days when America was young and Chicago a wild waste that howled not, and the noble earl has gathered upward of six hundred different instruments together under his roof, besides a larger number of quaint engravings and paintings, all pertaining to the same subject. Everybody has a rather distinct notion of such simple devices as the rack, the thumb screw, the wheel, but few of us have ever seen them. Here are the real things, every article in the collection being genuine and many of them showing marks of frequent use. Not all of them are so horrible as the few noted above. There are, for instance, all manner of contrivances, the application of which would not be physically painful, however pride might suffer from them, for the punishment of scolding wives, habitual drunkards, slanderers, etc. But most of them involve cruel suffering, and when it comes to that I do not think one would find much choice between the iron maiden, the rack, the iron horse, in whose belly people were roasted to death, or the barrel with spikes protruding inward in which a man might be put and rolled down hill.

Preferred School.

Mrs. Lawnville—Which would you rather do to-day—go to school or help me in the garden?

Little Boy—I'd rather go to school.

"Would you? Why?"

"'Cause teacher's sick, an' there ain't agoin' to be any."—Good News.

Merry King Coal.

Old King Coal
Was a merry old soul,
And he thought it a jolly stroke
To raise more "dust"
By a nice neat trust;
But the public can see the joke.
—Washington Star.

NOW FOR BUSINESS.

Full Lines of Blank Books, Office Stationary. Stock complete in all lines at Lowest prices.

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HYDE & HUMBLE

STATIONERY CO.

TODAY.

SPECIAL BARGAINS

In every department. All Summer Clothing, Furnishing Goods and Hats sold regardless of value.

GOLDEN EAGLE, CLOTHING HOUSE. 226-228 East Douglas Avenue.

CENTRAL COLLEGE

LEXINGTON, MISSOURI.

For the higher and Liberal Education of girls and young women. Specialties: Music, Art, Elocution, Physical Training. Steam heat, Cold and hot water, bath rooms, etc., on each floor. 24th Session begins Sept. 8th, 1892. For Catalogue address ARCHIBALD A. JONES, Prest.

MARRIAGES IN CHINA.

The Presence of the Groom Unnecessary—Reasons for Divorce.

Love and romance play little part in the marriages of China, according to the "Ostasiatischer Lloyd." The Chinaman who enters the harbor of matrimony looks upon the matter as a fulfillment of a duty which he owes to his ancestors.

"The custom of the Chinese," continues the journal, "to marry off their sons and daughters at an early age does not seem advisable to the Europeans! It is also the rule in China that unions only take place between families of equal social and financial standing. Disregard of this rule would cause subsequent trouble invariably. The custom of early marriages is founded, moreover, on principles incomprehensible to the western mind. The boy and girl joined in wedlock do not form a new family, but rather the youngest branch of the family tree, upon which they are henceforth dependent. The duty of the parents toward their sons does not end with their marriage; they are obliged to care for them after that time also. There is a great disadvantage in this system. The son, being under the eyes of the parents as long as they are alive, really never becomes independent. All members of a family live, when possible, under one roof, and even after the death of the parents the sons continue, as a rule, to live together in the family home. When the father dies the oldest brother assumes his place at the head of the family, and when the mother dies the wife of the oldest brother takes her place. But, again, the system has many advantages. As the girls are married very young, they are unacquainted as a rule with the duties of a housewife. But in entering the household of their fathers-in-law they learn the needful lesson in family economy.

"It is nothing rare," adds the paper, "for boys twelve and fourteen years old to marry. The physicial, moral and intellectual development of the contracting parties has nothing whatever to do with the matter. Other considerations entirely regulate the affair. An old Chinese aphorism says that the 'great business of life is ended' when the sons and daughters are married. The Chinese parents do not care to run the danger of postponing the marriage of their children, especially of their sons, until after their own death.

"A Chinese engagement dates its beginning from the exchange of red cards between the parents of the contracting parties. These cards in many districts are immense documents almost the size of a horse blanket. They are important for the reason that they are used as evidence in case of disagreements in the future. We seldom hear in China of broken engagements. Yet if a quarrel can not be settled peacefully recourse is had to the law, and the judge usually imposes a fine upon the party who has broken the contract.

The chief incident in a Chinese marriage is the arrival of the bride in her bridal clothes before the house of her chosen one. That is a de facto fulfillment of the contract. The wedding day is determined by the parents of the groom. The Imperial calendar names the lucky days, and on such days the so-called 'red celebrations' take place, both in the cities and country. The same bridal clothes may be worn several times. In districts where it is customary to celebrate the weddings in the forenoon the weddings of the co-wives take place in the afternoon or in the evening. The Chinese thus hope to make them less important. That the chief part of a Chinese marriage is the arrival of the bride at the house of the groom is illustrated again by the fact that the sons are often married without being present at their own weddings. It is not believed to be fortunate to change the wedding day when once decided. If the future husband, therefore, happens to be called away on the wedding day the marriage takes place by sending the bride to his house.

"Chinese law recognizes seven grounds for divorce from a woman—childlessness, improper conduct, neglect of the parents of the husband, a tendency to steal, jealousy and incurable disease. A natural consequence of the importance attached in China to male heirs is that, where they are absent, the husband marries a co-wife. This, however, is not general and is limited to families of wealth. The bad results of the system are recognized by the Chinese themselves. The practical Chinese therefore have adopted a more simple way of obtaining heirs—the adoption of children who belong to side branches of the family. In this way the family line is kept intact. In the absence of male descendants in the side branches of the family, the sons of strangers are adopted. The Chinese prefer this method to marrying second wives."—N. Y. Tribune.

MEAT EATERS.

They Are Freer from Disease Than Persons Living on Mixed Diet.

Many races of men live entirely on animal food, and these are the most hardy, and, from all that I have been able to gather on the subject, says a writer in the Gentleman's Magazine, the most free from diseases of all kinds. Sir Francis Head says of the Pampas Indians: "They are all horsemen, or, rather, pass their lives on horseback. In spite of the climate which is burning hot in summer and freezing in winter, these brave men, who have never yet been subdued, are entirely naked and have not even a covering for their head. They live together in tribes, each of which is governed by a cacique, but they have no fixed place of residence. Where the pasture is good there are they to be found until it is consumed by their horses, and they then instantly move to a more verdant spot. They have neither bread, fruit nor vegetables, but they subsist entirely on the flesh of their mares." Describing the effect on himself of this diet, Sir Francis says: "After I had been riding three or four months and had lived on beef and water I found myself in a condition which I can only describe by saying that I felt no exertion could kill me, although I constantly arrived so completely exhausted that I could not speak; yet a few hours' sleep upon my saddle on the ground always so completely restored me that for a week I could daily be upon my horse before sunrise and ride till two or three hours after sunset, and have really tired ten or twelve horses a day. This will explain the immense distances which people in South America are said to ride, which I am confident could only be done on beef and water." The Gouachos of the Argentine Republic live entirely on roast beef and salt, scarcely ever tasting farinaceous or other vegetable food, and their sole beverage is mate or Paraguay tea, taken without sugar.

Changed.

A French lady, no longer as young as she was, but quite as witty as ever, was observed to sigh as she looked into a mirror.

"Why do you sigh?" a friend asked.

"Oh dear," she answered, "I was observing how the looking-glasses have changed!"

Children Cry for Pitcher's Castoria.

Railroad Arrangements for the National Encampment G. A. R.

For the National Encampment, G. A. R., at Washington in September next, the Ohio and Mississippi railway offers an excellent service of through limited buffet vestibuled express trains with Pullman sleeping cars from St. Louis to Washington. The encampment will be the greatest event in Washington since the grand review of 1865.

No railroad in America is better equipped than the O. and M. and connecting lines to transport large volumes of passenger traffic with dispatch, safety and comfort. Their long experience in transporting crowds to inauguration ceremonies, Knights Templar conclaves, and similar gatherings on an extensive scale, will prove most valuable in carrying the thousands to the encampment.

The O. and M. and connecting lines form the shortest route to Washington from nearly all points west; carrying the traveler over the crest of the Alleghenies, amid the most picturesque scenery in America, passing through West Virginia, Maryland and through the heart of the Old Dominion, the scene of some of the heaviest fighting of the war, with Clarksburg, Martinsburg, Antietam, Harper's Ferry, Maryland Heights, Cedar Mountain, Culpeper, Brandy Station, Warrenton, Manassas and Fairfax on the way, and forming the direct line to Gettysburg. The round trip rate from St. Louis will be $18, or 1 cent per mile via the O. and M and connecting lines, and lines west will make rates on the same basis, selling through tickets via St. Louis and the O. and M. railway.

Lines centering at Washington will sell excursion tickets at greatly reduced rates from Washington to Maryland and Virginia battlefields during the encampment.

For rates of fare, routes, time of trains, and further information, address A. J. Lytle, General Western Passenger Agent, O. and M. railway, 195 North Broadway, St. Louis, Mo. d36tf

Strictly First-Class.

WICHITA, Kan., April 12, 1892.

After thoroughly testing the Behr Bros. piano alongside of one of the oldest and best known high grade instruments I can fully recommend it as meeting every requirement of a strictly first-class piano.
d10-tf A. W. DICKSON.

Boston Store

GREAT SACRIFICE CLEARING SALE CONTINUES

from day to day until nothing of Spring and Summer Goods remain, all articles advertised in last Sunday's issue of this paper continue on sale, lose no time, now is the opportunity to buy Merchandise at less than cost of manufacture.

Boston Store

Thomas Shaw.

Special Cash Bargains for this Week.

1 new Steinway piano, unright $885.
1 new Behr Bros. piano, upright $325.
1 new Webber piano, upright $410.
1 new Hallet & Davis piano, large, $525.
1 new Estey piano, upright, $310.
1 new Newby & Evans piano, fancy case $225.
1 second-hand Chicago Cottage, little used, $200.
1 second-hand Briggs, little used, $125.
1 second-hand Vase & Son, square $125.

A line of specials on organs, at $25 to $75. The above are all big bargains and you should not miss them if you want a fine piano.

BICYCLES.

I have the best known to the trade, the Victor, Pneumatic, I have never known to be punctured; the Columbia is considered by experts to have no superior. The Hartford is the same; the Union 2:10 is another high grade tire. Any of above seldom ever need repair. If you hear a dealer always talking repairs and how they can do it, you may be sure their wheel will always need it. I will sell you one that seldom ever needs repairs. If it ever does is as easy to do as anything on earth. Come and see what I have. Largest stock of all kinds.

THOS. SHAW.

129 North Main St.

HOTEL CAREY.

$2 TO $3 PER DAY

"Fast Train for Wichita People."

Wichita to Chicago without change of cars via the Great Rock Island route. Leave Wichita at 8:55 a. m. and arrive in Chicago next morning at 7:15. Free reclining chair cars, Pullman palace sleeping cars, and elegant dining cars on this train.
W. H. WISHART,
City Ticket & Passenger Agent,
Wichita, Kan.
JOHN SEBASTIAN, G. T. & P. A.,
Chicago, Ill. d144 tf

A Magnificent Train for Chicago via Santa Fe Route.

Leaving Wichita at 11:05 a. m., arriving in Chicago 9:15 a. m. next day. Vestibuled throughout. 22-tf

Excursion to Saratoga.

For the pretty schoolma'am and her friends, the great meeting of 1892 is that of the National Educational association at Saratoga Springs, N. Y.

The date is July 12 15.

The rate is one fare for round trip (plus $2.00 membership fee), and is open to everybody.

With great wisdom, the Kansas teachers have selected the Santa Fe route to Chicago as the official line for their special vestibuled train. Through chair cars and Pullman sleepers have been assured.

This train will probably leave Kansas City evening of July 9.

A better chance is rarely offered for a cheap trip to the old homestead "back east."

Local agent of A. T. & S. F. R. R. will esteem it a privilege to fully explain the details to you.

Rock Island Excursion List.

Destination.	Rate.	Tickets on Sale.	Limit
Kansas City, Mo. and return	4.15	Aug 20 to 23	Sept 15.
Denver and return	17.50	Aug. 4 to 10	Oct. 10

The above rates are all single fares for the round trip. For further information please call at the Rock Island ticket office, 100, corner Main street and Douglas avenue. Passenger depot corner Mead and Douglas avenues. W. H. WISHART,
City Ticket and Passenger Agent,
" tf Wichita, Kas