

ROYAL BAKING POWDER advertisement. The absolutely pure BAKING POWDER ROYAL—the most celebrated of all the baking powders in the world—celebrated for its great leavening strength and purity.

AMUSEMENTS.

Crawford Grand Opera House. One week, commencing MONDAY, JANUARY 4. Return of the SHARPLEY LYCEUM THEATER CO.

AUDITORIUM. Announcement Extraordinary. The Celebrated ANDREWS OPERA COMPANY.

WEDNESDAY EVE. JANUARY 6. In that Great Opera "MIKADO" Afternoon Matinee "PINAFORE"

Exchange Stables. Exchange Stables at Orlando and Stillwater. Make a specialty of carrying passengers between these points.

CASTORIA For Infants and Children. The Best of Castoria. It is a gentle laxative.

FACTS WORTHY OF STRONG EMPHASIS. The time from Wichita to St. Louis via Santa Fe route and Kansas City including thirty minutes layover at Kansas City, is only 13 1/2 hours, making the actual running time 13 hours.

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VAST WATER POWER.

Utilization of Great Natural Forces in This Country.

Possibility of Bringing into Service the Tremendous Energy of Lakes, Rivers and Waterfalls for Industrial Purposes.

Chicago has it in contemplation to light 700 miles of streets with power obtained from its great drainage canal when the waters of Lake Michigan are poured through it into the Illinois river; New York is looking forward to the day when power may be brought down from Niagara or from the Catskills; Boston is within the sphere of the Merrimack falls; Washington can get an abundant supply of power to light every street and public building from the Great falls of the Potomac, where 100,000 horse-power is running to waste; Baltimore and Philadelphia are situated near the tide-water step that runs along the base of the Alleghenies, while Richmond is directly on the step, with 50,000 horse-power in sight. In fact, few, if any, of our great cities are beyond the reach, if we may proceed upon the assumption of Tesla (who says that the power of Niagara may be carried utterly over any part of the American continent), of the energy of some cat-eract or storage of water.

The sudden awakening to a knowledge of an inexhaustible resource of power, and the ability to use it, must result in a great revolution in economic conditions, far greater than that brought about by the introduction of steam. This revolution will be felt in a greatly enhanced production, with cheaper cost to the consumer, together with a large increase and general extension of the comforts of life, such as may be included in transportation, power for domestic purposes, light and heat, including fuel, the cost of which will be considerably reduced. In the cities there will be, one may well believe, a wonderful transformation, and that within the cognizance of the present generation. The use of steam in the thousands of isolated plants will be generally abolished, light and power being delivered through the agency of electricity from central plants situated perhaps 100 or 200 miles distant. (Who dares set the limit?) The dangers of the steam boiler and the furnace in crowded buildings and beneath the sidewalks of the city, and the discomfort of the wholesale consumption of coal will be done away with for a cheaper, a safer and a healthier system.

It is to be inferred that because we have water power we shall have no more steam and coal. Not at all. But there will be a more rational and economical consumption of coal, necessitated by the cheapness of the power generated by the turbine wheel and transmitted from the dynamo to the motor. It will no longer pay to mine coal and ship it hundreds of miles to the cities by our present cumbersome and wasteful methods (losing 80 to 90 per cent) when its essence can be better sent by wire. It requires no spirit of prophecy to foretell that the beginning of the next century the coal will be burned at the mine shaft, and every ton brought to the surface will be utilized. The power-plant located at the mine shaft, burning the "run of the mine," either as coal or in the form of gas, can better compete with the power-plant at the falls than can the furnace and boiler in the city. There will be no more black hills of cumin at the mines, disfiguring the face of the country and choking the streams, and no ashes and cinders to worry the city consumer. The copper wire in the underground conduit will carry the energy safely and economically to the point of consumption, and the railroad or factory engineer, or the housewife in the home, need but to press a button to send the train at 100 miles an hour; to set the spindles or lathes in motion; to heat the house, or to cook the dinner.

The social phases inevitably accompanying this mechanical revolution may be far more beneficial than the economic gains, great as they will doubtless be. The saving to the housekeeper in time and labor will make her a new woman indeed, and the general introduction of the electric stove may reasonably be expected to cause a decided advance in the health and happiness of the race.

Whether the distribution of power from the falls and the mines will always remain in the hands of corporations of capitalists is a problem that the future must decide. There is no denying, however, that the object lesson of the universal public use of natural forces will be a powerful one from a collectivist point of view, and should any state (as Wyoming or Utah, for example) undertake the distribution of electric power, as cities distribute gas and water, the experiment would be watched with the greatest interest by the whole civilized world.—John J. Bramhall, in Leslie's Weekly.

WICHITA TO ST. LOUIS IN SIXTY FIVE HOURS AND FIFTY MINUTES VIA MISSOURI PACIFIC. The Kansas and Nebraska Limited train leaves Wichita at 7:30 p. m., daily and arrives at St. Louis next morning at 7:15. No need of hurrying yourself to catch a morning train. Eat your dinner up, after which you can take the Missouri Pacific Flyer and reach St. Louis for breakfast. Same time as though you had left on a morning train. Quick time. Elegant service. City Ticket office, 114 North Main street.

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MARCH OF THE SEA.

Waters Encroaching Upon Large Atlantic Coast Cities.

New York and Philadelphia Were Once Far Inland—Great Changes Being Wrought in the Original Shore Lines.

Once upon a time the sites of New York and Philadelphia were far inland, and there was dry land where now the ships go sailing. The sea is steadily encroaching upon the land. In old maps, deeds and other documents the shore lines recorded do not coincide with those of the present day. Comparisons of Long Beach, Barnegat Inlet, 12 miles southward, on the United States coast survey maps, of 1839 and 1871, shows that during the intervening 32 years the shore line retreated more than one-third of a mile. Each average year the ocean advances a rod on the coast of New Jersey. This gain by the sea amounts in each century to a third of a mile, the seaward slope being about six feet per mile. The seaside resorts all the way from Sandy Hook to Cape May have suffered immense losses by the march of Father Neptune.

Only last summer great changes were made in the ocean front at Rockaway beach and various places along the Jersey coast. Long Branch has suffered very severely, and it was not very long ago that a hotel at another great seaside resort was dragged back by a team of locomotives from the threatening waves of the ocean. That the tides now run higher than of old is proved by submerged forests and meadows. In the official report of the state geologist of New Jersey for 1883 there are accounts of ancient meadows and forests considerably below high water mark, recently exposed by the wear of the waves on the coast. Some of the trees had been cut with the axes of the pioneer.

Prof. W. J. McGee told the writer of buried cedar swamps, which have given rise to a singular industry—the literal mining of timber. At several points of eastern New Jersey enormous quantities of white cedar and magnolia logs, sound and fit for use, are found submerged in the salt marshes, sometimes so near the surface that roots and branches protrude. Many of the trees thus overthrown and buried were forest giants.

Along the Carolina coast, Prof. McGee said, the advance of the ocean upon the rice-growing islands has been noted by observing residents during three generations. On the central gulf coast the same thing is going on—the land is steadily sinking. Forty years ago Lost Island, a pleasure resort of New Orleans, was swallowed by the storm waves, with most of its transient population—the wealth and beauty of the creole parishes—and naught but a tide-washed bank remains to mark its site.

More than once during later years villages and settlements on the gulf shores and on the delta islands of the Mississippi have been swept from the face of the land and made the prey of the insatiable waves.

The cause of this sinking of the Atlantic and gulf coasts is not far to seek. The rivers which empty into the Atlantic from Cape Cod to Cape Hatteras, and along the shore of the gulf, carry out into the ocean each year billions of tons of material. This matter is deposited outside the ocean's edge, and the weight thus transferred causes a steady progressive depression of the coast line.

Geological science has ascertained that the entire crust of the earth is in such a condition of sensitive equilibrium that the taking of weight from one part of it to the other brings about elevation of the portion from which the weight is removed and produces a corresponding depression of the portion where it is added. In a word, the earth's crust is in a condition of hydrostatic equilibrium, and relatively as sensitive to changing pressure as the beam of the assayer's balance.

If the water in the Atlantic ocean were dried up you would perhaps be surprised to observe that the eastern edge of the great land mass called the North American continent is not the present beach line at all. You would see that the continent itself extends far out into the ocean a distance varying from 50 to 150 miles. Once upon a time this terrace was all above the water; the east shore of the continent had a very different shape, and there was deep sea close to the coast. Gradually, owing to the cause mentioned, this great terrace has sunk, so that the whole eastern edge of the continent is overflashed. Apparently, the entire eastern coastal plain of the United States is destined eventually to be submerged beneath the ocean, together with all its populous cities and fertile fields.

Prof. Arthur Hallowell, of the geological department of Columbia college, smiled when his attention was called to the subject of the sinking of New York.

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BLOODHOUND TRACED A BABY. After Searchers Had Failed, the Animal Led Them to Its Discovery. A few days ago Bertha, the pretty four-year-old daughter of John C. Putnam, of the little settlement of Mill Village, Vt., disappeared. All the neighbors joined in the search for her. Night and day the hunt was continued, but not a trace of the little one could be discovered. The parents were in despair. It was feared that the child had been kidnapped. Finally the father, in desperation, suggested that the state bloodhound Pilot could find some trace. Anxious to do anything that would in the least relieve the father's mind, the officials took the dog to Mill Village.

The dog was then given a tiny slice of bread which he had been given the day before he disappeared. Then he dropped it and sniffed the air. He seemed puzzled, and the knowing ones were beginning to think that he did not know the bread and was not to be any use.

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A Girl with Eight Thousand Warts. The most hideous-looking human being that has ever been seen in Germany is Barbara Blattner, a young woman of 17, who lately applied to the Berlin city hospital for treatment. She was found to be remarkably free from organic disease, but her skin was literally covered with warts, the physicians who examined her estimating the total number on her body at not less than 8,000.

A similar case, although hardly as bad as that of Little Rench, a girl who was in the Baltimore hospital a few years ago. She had about 2,000 warts on different parts of her body. —St. Louis Republic.

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Farham Castle. One of the most ancient landmarks of England is Farham Castle, the home of the bishop of Winchester. It first became a fortress in a troublesome time of Henry de Blois, who was brother to King Stephen, and bishop of Winchester. It was taken in 1216 by Louis the Dauphin, but recaptured and restored to the see in 1218. In Henry III's reign it was partly destroyed, though soon afterwards rebuilt.

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BEAT THAT ALL NOLLOWS.

He Could Lose Anything According to His Theory.

The man with the corduroy vest was telling the story. He said he was there when it happened. He has the receipt among his friends of having been in the room when the doorkeeper was

When they got to the doorkeeper and were asked for their tickets the man who had bought them began hunting through his pockets and looking hopefully into his hat. His friend encouraged him with muffled advice and finally the doorkeeper told them pretty sharply to hurry up and let other people in.

"Can't do it," replied the man who had lost the tickets.

"Why not?" asked the doorkeeper.

"I look my tickets."

"Why, you couldn't have lost them. I saw you buy them two minutes ago. You couldn't have lost two little bits of pastboard like that so quick."

"The ticket loser was very indignant. He looked as sternly as he could at the doorkeeper. Then he said:

"Oh, I couldn't lose 'em, couldn't I? I couldn't lose 'em. Thank all you know 'bout it. I can't lose anything. I look a bass drum once."—Buffalo Express.

There is only one sudden death among women to eight among men.

FIRE, FIRE, FIRE, FIRE. Yes, there was a fire in rear of building where our ticket office is located. Our ticket office is still there—114 North Main street. We are anxious for business at the old stand. Tickets to all points. Our train service is still first-class, our time the quickest. It will be to your advantage to call and see us before completing arrangements for your trip. St. Louis Express leaves Wichita daily at 2:10 p. m., arriving in St. Louis at 7:15 next morning. Night Express leaves at 9:30 for Kansas City, St. Louis and all points east. Colorado fast line, leaves Wichita at 5:15 p. m., arriving at Pueblo next morning at 7:50. Colorado Springs 8:25. Denver at 12 noon. Remember the Missouri Pacific City Ticket Office is located at 114 North Main street.

How does the squaw clean home? She does it frequently and effectively, according to Miss Fletcher. She selects a new patch of ground where she thinks it would be pleasant and convenient to pitch a tent. Then she has the tent removed to it and pitched, inside out. Then the side that was before washed by the rain and bleached by the sun is turned toward the tent, and the soiled, smoked side that was the wall and roof of the old home is exposed to the rain and sun, and in due time becomes clean enough for another reversal. The earth floor is clean, and it only remains for the household belongings to be swept and transferred. This is the moving that