

KANSAS TORNADO DAMAGE IS GREAT

Storm of Wednesday Killed Six Persons and Injured Twenty—Property Loss Aggregates Many Thousands of Dollars.

PHILLIPSBURG, Kas., June 29.—The tornado which swept through this country yesterday afternoon at 5 o'clock brought death to six persons and injuries to twenty or more.

The destruction of property and crops is heavy, but cannot be accurately estimated. However, it will run for into the thousands of dollars, with little insurance.

The course of the tornado was about fifteen miles long and one-half mile wide. It disappeared just east of this city.

Not a building in its path withstood its fury, and the terrible force of the wind was intensified by the violence of electrical discharges and a terrific fall of hail and water.

Hallstones of ice measuring fifteen inches in circumference were picked up an hour after the tornado had passed.

The precipitation is estimated at three inches in a space of thirty minutes.

TWO SEPARATE STORMS SWEEP CLAY CENTER, KAN.

Clay Center, Kas., June 29.—Last night was one of the wildest nights ever known in Clay Center. There were two distinct storms raging here at 9 o'clock and the second at 11 o'clock.

With the first storm three inches of water fell in thirty-five minutes, and two inches fell in the second.

All electric light and telephone wires are down, and the streets are lined with broken trees.

There was about two-thirds out and the streets are badly scattered. Other crops are severely injured.

Both the Rock Island and Union Pacific tracks were washed out and all trains are tied up.

PLUMBER FINDS \$156; 25 CENTS REWARD

Workman Discovers Wallet Containing Roll in Bathroom at the Planters Hotel and Receives a Small Coin.

A plumber, he of the class so much maligned by the comic papers, found \$156, which had been mislaid by a guest in the Planters Hotel, last night, and received as a reward 25 cents.

The roll of money, which was in a pocketbook, had been carefully laid on a chair in the bathroom, and when the guest went downstairs he left this part of his possessions behind. He was unaware of his loss until his attention was called thereto by one of the clerks at the desk.

Some slight complaint had been made as to the plumbing in the room occupied by the guest in question, and when the plumber got out his repair tools he espied the roll.

He called the house detective at once and the latter took the money downstairs to a clerk for safekeeping.

The guest, who was a New York traveling man, seemed to be rejoicing greatly when he counted his money and found that all of it was there, as he had only a small amount in silver beyond the roll. He was anxious to reward the honest person.

To the house detective he gave a 25-cent piece, with instructions to give it to the plumber. The traveling man went his way rejoicing and with an air of satisfaction that he had given proper encouragement to honesty.

THREE PERSONS INJURED AT SYCAMORE TRACK MEET.

Woman is Knocked From Bleachers by Ball, Boy Breaks Leg Jumping, and Player Spiked.

SYCAMORE, Ill., June 29.—The athletic meeting held in Sycamore to-day drew a large crowd, and was one of the best athletic exhibitions ever given here. Summary:

Edward Sabo, Charles Harvey of Henry, 100 yd dash—Lucian Cornell of Leavenworth, Kas., 100 yd, 1st, second.

Paul vault—Harvey, 11 feet 4 inches.

40 yd high hurdle—Sabo, 100 yd, Harvey, second.

Burning broad jump—Cornell, 11 feet 4 inches.

100 yd dash—Lucian Cornell of Leavenworth, Kas., 100 yd, 1st, second.

Paul vault—Harvey, 11 feet 4 inches.

40 yd high hurdle—Sabo, 100 yd, Harvey, second.

Burning broad jump—Cornell, 11 feet 4 inches.

100 yd dash—Lucian Cornell of Leavenworth, Kas., 100 yd, 1st, second.

Paul vault—Harvey, 11 feet 4 inches.

40 yd high hurdle—Sabo, 100 yd, Harvey, second.

Burning broad jump—Cornell, 11 feet 4 inches.

100 yd dash—Lucian Cornell of Leavenworth, Kas., 100 yd, 1st, second.

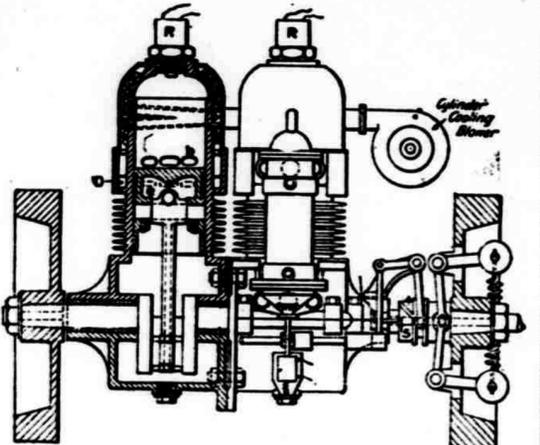
Paul vault—Harvey, 11 feet 4 inches.

40 yd high hurdle—Sabo, 100 yd, Harvey, second.

Burning broad jump—Cornell, 11 feet 4 inches.

GASOLINE-ELECTRIC MOTOR CARS FOR RAILROAD INTERURBAN SERVICE

Experiments With Various Types of Equipment Being Made by Railways Throughout Country With View of Scaling Cost of Operation to Successfully Meet Trolley Competition—C. & A. Will Put Novel Coach in Service on St. Louis-Chicago Line.



SECTION THROUGH GASOLINE ENGINE.

Railroads throughout the country in their efforts to install an equipment which in cost of operation can successfully compete with electric suburban and interurban lines, have spent large sums of money in experimenting with various types of gasoline, electric and steam motor cars.

The most successful up to date has been the Union Pacific, which has gotten a car for which it is claimed all the elements needed for the service it is designed to perform.

The company has completed several cars, one of which is now making a test trip across the continent. More cars are in course of construction, and will be put in service as soon as completed.

The Chicago and Alton has established an interurban service on parts of its St. Louis-Chicago line to compete with the electric lines in contiguous territory. A small locomotive and coach is now being used, but it is the intention of the company to build a gasoline-electric car for this branch line service.

The Chicago and Alton has established an interurban service on parts of its St. Louis-Chicago line to compete with the electric lines in contiguous territory. A small locomotive and coach is now being used, but it is the intention of the company to build a gasoline-electric car for this branch line service.

The Chicago and Alton has established an interurban service on parts of its St. Louis-Chicago line to compete with the electric lines in contiguous territory. A small locomotive and coach is now being used, but it is the intention of the company to build a gasoline-electric car for this branch line service.

The Chicago and Alton has established an interurban service on parts of its St. Louis-Chicago line to compete with the electric lines in contiguous territory. A small locomotive and coach is now being used, but it is the intention of the company to build a gasoline-electric car for this branch line service.

The Chicago and Alton has established an interurban service on parts of its St. Louis-Chicago line to compete with the electric lines in contiguous territory. A small locomotive and coach is now being used, but it is the intention of the company to build a gasoline-electric car for this branch line service.

The Chicago and Alton has established an interurban service on parts of its St. Louis-Chicago line to compete with the electric lines in contiguous territory. A small locomotive and coach is now being used, but it is the intention of the company to build a gasoline-electric car for this branch line service.

The Chicago and Alton has established an interurban service on parts of its St. Louis-Chicago line to compete with the electric lines in contiguous territory. A small locomotive and coach is now being used, but it is the intention of the company to build a gasoline-electric car for this branch line service.

The Chicago and Alton has established an interurban service on parts of its St. Louis-Chicago line to compete with the electric lines in contiguous territory. A small locomotive and coach is now being used, but it is the intention of the company to build a gasoline-electric car for this branch line service.

The Chicago and Alton has established an interurban service on parts of its St. Louis-Chicago line to compete with the electric lines in contiguous territory. A small locomotive and coach is now being used, but it is the intention of the company to build a gasoline-electric car for this branch line service.

The Chicago and Alton has established an interurban service on parts of its St. Louis-Chicago line to compete with the electric lines in contiguous territory. A small locomotive and coach is now being used, but it is the intention of the company to build a gasoline-electric car for this branch line service.

The Chicago and Alton has established an interurban service on parts of its St. Louis-Chicago line to compete with the electric lines in contiguous territory. A small locomotive and coach is now being used, but it is the intention of the company to build a gasoline-electric car for this branch line service.

The Chicago and Alton has established an interurban service on parts of its St. Louis-Chicago line to compete with the electric lines in contiguous territory. A small locomotive and coach is now being used, but it is the intention of the company to build a gasoline-electric car for this branch line service.

The Chicago and Alton has established an interurban service on parts of its St. Louis-Chicago line to compete with the electric lines in contiguous territory. A small locomotive and coach is now being used, but it is the intention of the company to build a gasoline-electric car for this branch line service.

The Chicago and Alton has established an interurban service on parts of its St. Louis-Chicago line to compete with the electric lines in contiguous territory. A small locomotive and coach is now being used, but it is the intention of the company to build a gasoline-electric car for this branch line service.

The Chicago and Alton has established an interurban service on parts of its St. Louis-Chicago line to compete with the electric lines in contiguous territory. A small locomotive and coach is now being used, but it is the intention of the company to build a gasoline-electric car for this branch line service.

The Chicago and Alton has established an interurban service on parts of its St. Louis-Chicago line to compete with the electric lines in contiguous territory. A small locomotive and coach is now being used, but it is the intention of the company to build a gasoline-electric car for this branch line service.

The Chicago and Alton has established an interurban service on parts of its St. Louis-Chicago line to compete with the electric lines in contiguous territory. A small locomotive and coach is now being used, but it is the intention of the company to build a gasoline-electric car for this branch line service.

The Chicago and Alton has established an interurban service on parts of its St. Louis-Chicago line to compete with the electric lines in contiguous territory. A small locomotive and coach is now being used, but it is the intention of the company to build a gasoline-electric car for this branch line service.

The Chicago and Alton has established an interurban service on parts of its St. Louis-Chicago line to compete with the electric lines in contiguous territory. A small locomotive and coach is now being used, but it is the intention of the company to build a gasoline-electric car for this branch line service.

The Chicago and Alton has established an interurban service on parts of its St. Louis-Chicago line to compete with the electric lines in contiguous territory. A small locomotive and coach is now being used, but it is the intention of the company to build a gasoline-electric car for this branch line service.

The Chicago and Alton has established an interurban service on parts of its St. Louis-Chicago line to compete with the electric lines in contiguous territory. A small locomotive and coach is now being used, but it is the intention of the company to build a gasoline-electric car for this branch line service.

The Chicago and Alton has established an interurban service on parts of its St. Louis-Chicago line to compete with the electric lines in contiguous territory. A small locomotive and coach is now being used, but it is the intention of the company to build a gasoline-electric car for this branch line service.

The Chicago and Alton has established an interurban service on parts of its St. Louis-Chicago line to compete with the electric lines in contiguous territory. A small locomotive and coach is now being used, but it is the intention of the company to build a gasoline-electric car for this branch line service.

The Chicago and Alton has established an interurban service on parts of its St. Louis-Chicago line to compete with the electric lines in contiguous territory. A small locomotive and coach is now being used, but it is the intention of the company to build a gasoline-electric car for this branch line service.

The Chicago and Alton has established an interurban service on parts of its St. Louis-Chicago line to compete with the electric lines in contiguous territory. A small locomotive and coach is now being used, but it is the intention of the company to build a gasoline-electric car for this branch line service.

The Chicago and Alton has established an interurban service on parts of its St. Louis-Chicago line to compete with the electric lines in contiguous territory. A small locomotive and coach is now being used, but it is the intention of the company to build a gasoline-electric car for this branch line service.

The Chicago and Alton has established an interurban service on parts of its St. Louis-Chicago line to compete with the electric lines in contiguous territory. A small locomotive and coach is now being used, but it is the intention of the company to build a gasoline-electric car for this branch line service.

The Chicago and Alton has established an interurban service on parts of its St. Louis-Chicago line to compete with the electric lines in contiguous territory. A small locomotive and coach is now being used, but it is the intention of the company to build a gasoline-electric car for this branch line service.

The Chicago and Alton has established an interurban service on parts of its St. Louis-Chicago line to compete with the electric lines in contiguous territory. A small locomotive and coach is now being used, but it is the intention of the company to build a gasoline-electric car for this branch line service.

The Chicago and Alton has established an interurban service on parts of its St. Louis-Chicago line to compete with the electric lines in contiguous territory. A small locomotive and coach is now being used, but it is the intention of the company to build a gasoline-electric car for this branch line service.

The Chicago and Alton has established an interurban service on parts of its St. Louis-Chicago line to compete with the electric lines in contiguous territory. A small locomotive and coach is now being used, but it is the intention of the company to build a gasoline-electric car for this branch line service.

The Chicago and Alton has established an interurban service on parts of its St. Louis-Chicago line to compete with the electric lines in contiguous territory. A small locomotive and coach is now being used, but it is the intention of the company to build a gasoline-electric car for this branch line service.

WOULD MAKE LARGE SALARIES ILLEGAL

Kentucky Insurance Commissioner Proposes Law to Oust Companies Paying More Than \$50,000 Annually From State.

REPUBLIC SPECIAL. Frankfort, Ky., June 29.—The annual life insurance report of State Commissioner of Insurance Henry R. Frewitt, now in course of preparation, will contain a recommendation to the General Assembly that it enact at the coming session a statute prohibiting from doing business in Kentucky any company which pays an executive officer in its employ exceeding \$50,000 per year as salary.

This is but one of several recommendations which the Commissioner will make of changes in the present laws of the State governing insurance companies and their right to do business in Kentucky.

It is expected that Governor Beckham, in his message to the Assembly, will have something to say upon this subject.

HAS CONDUCTED INQUIRY. Since the investigation into the affairs of the Equitable Society was begun some months ago, Commissioner Frewitt, in conjunction with Commissioner Foltz, of the State of Tennessee, has been making a general investigation of the business of the larger companies doing business in this State.

One matter they have been especially investigating is that of salaries paid to officers of the companies, and they have a statement from each of the companies, made under oath, showing the total of such expenditures.

These figures the Commissioner will be prepared to lay before the Assembly when it convenes, in support of his contention that no executive officer of an insurance company can "earn" \$50,000 a year.

REPUBLIC SPECIAL. Cape Girardeau, Mo., June 29.—Gauge 25 feet. Weather cloudy and warm. City of Savannah down 12 feet.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

Weather fair and mild. City of Savannah down 4 ft. J. P. Henderson arrived at 10:30 a. m. J. P. Henderson arrived at 10:30 a. m.

STATE PRESENTS EVIDENCE AGAINST ARKANSAS SENATOR

Caldwell, Cox and Cook Testify Relative to Charge of Bribery Against Covington in Connection With Passage of State Capitol Bill—Witnesses Say \$12,500 Changed Hands in Fight Against Unfavorable Report and Not to Secure Passage of Measure—Defendant's Attorney Says That Large Sums of Money Intended to Be Used for Lobbying Were Kept by Private Persons.

REPUBLIC SPECIAL. Little Rock, Ark., June 29.—Before a large crowd of spectators the trial of Senator A. W. Covington on a charge of accepting a bribe of \$20,000 on the new Capitol appropriation bill began in the Circuit Court here to-day.

Eight witnesses for the State testified and court adjourned until to-morrow at 9 a. m.

The opening statements were made to the jury this morning. Prosecuting Attorney Rhoton said that the evidence will show that persons interested in the construction of the new Capitol put up a large amount of money in an effort to have the Capitol appropriation bill passed, and that shortly before the passage of the bill in the Senate sums of \$20,000, \$20,000 and \$20,000 were given to be used in passing the Capitol bill.

FOUGHT UNFAVORABLE REPORT. The specific object as alleged by the State was to prevent an unfavorable report on the new Capitol work from a Philadelphia architect and to assist in passing the \$20,000 appropriation bill. Concluding, Mr. Rhoton said:

"The testimony which will be given here will show to your witnesses who are not friendly to the State.

"These witnesses are not testifying for the State from choice and the State is forced to jar these witnesses loose and secure what evidence they can.

"I do not know whether or not the evidence given by the witnesses is true, but it is not, then, your course is not clear. If it is, your course is clear."

Chief Attorney General George Murphy, former counsel for Senator Covington, in outlining the defense, said:

"The guilty parties in this case have, in order to save themselves from the Penitentiary, picked upon an innocent man, who, by the circumstances of his position, they considered was the most easily prosecuted by the State."

"KEEP MONEY THEMSELVES. "We propose to show you that the men who received the money did not use it to buy legislators, but put it in their own hands, and that of one of them, in the latter part of April, deposited in a bank the sum of \$20,000 in his wife's name."

The leading witnesses presented by the State to-day were George W. Caldwell, J. L. Cox and M. D. L. Cook.

Mr. Caldwell of the firm of Caldwell & Drake testified that he engaged T. L. Cox to look after the firm's interests, and that he had received \$12,500 from the firm of Caldwell & Drake, which he had carried in his pocket.

Mr. Caldwell testified that he had received \$12,500 from the firm of Caldwell & Drake, which he had carried in his pocket.

Mr. Caldwell testified that he had received \$12,500 from the firm of Caldwell & Drake, which he had carried in his pocket.

Mr. Caldwell testified that he had received \$12,500 from the firm of Caldwell & Drake, which he had carried in his pocket.

Mr. Caldwell testified that he had received \$12,500 from the firm of Caldwell & Drake, which he had carried in his pocket.

Mr. Caldwell testified that he had received \$12,500 from the firm of Caldwell & Drake, which he had carried in his pocket.

Mr. Caldwell testified that he had received \$12,500 from the firm of Caldwell & Drake, which he had carried in his pocket.

Mr. Caldwell testified that he had received \$12,500 from the firm of Caldwell & Drake, which he had carried in his pocket.

Mr. Caldwell testified that he had received \$12,500 from the firm of Caldwell & Drake, which he had carried in his pocket.

Mr. Caldwell testified that he had received \$12,500 from the firm of Caldwell & Drake, which he had carried in his pocket.

Mr. Caldwell testified that he had received \$12,500 from the firm of Caldwell & Drake, which he had carried in his pocket.

Mr. Caldwell testified that he had received \$12,500 from the firm of Caldwell & Drake, which he had carried in his pocket.

Mr. Caldwell testified that he had received \$12,500 from the firm of Caldwell & Drake, which he had carried in his pocket.

Mr. Caldwell testified that he had received \$12,500 from the firm of Caldwell & Drake, which he had carried in his pocket.

Mr. Caldwell testified that he had received \$12,500 from the firm of Caldwell & Drake, which he had carried in his pocket.

Mr. Caldwell testified that he had received \$12,500 from the firm of Caldwell & Drake, which he had carried in his pocket.

Mr. Caldwell testified that he had received \$12,500 from the firm of Caldwell & Drake, which he had carried in his pocket.

Mr. Caldwell testified that he had received \$12,500 from the firm of Caldwell & Drake, which he had carried in his pocket.

Mr. Caldwell testified that he had received \$12,500 from the firm of Caldwell & Drake, which he had carried in his pocket.

Mr. Caldwell testified that he had received \$12,500 from the firm of Caldwell & Drake, which he had carried in his pocket.

Mr. Caldwell testified that he had received \$12,500 from the firm of Caldwell & Drake, which he had carried in his pocket.

Mr. Caldwell testified that he had received \$12,500 from the firm of Caldwell & Drake, which he had carried in his pocket.

Mr. Caldwell testified that he had received \$12,500 from the firm of Caldwell & Drake, which he had carried in his pocket.

Mr. Caldwell testified that he had received \$12,500 from the firm of Caldwell & Drake, which he had carried in his pocket.

Mr. Caldwell testified that he had received \$12,500 from the firm of Caldwell & Drake, which he had carried in his pocket.

Mr. Caldwell testified that he had received \$12,500 from the firm of Caldwell & Drake, which he had carried in his pocket.

Mr. Caldwell testified that he had received \$12,500 from the firm of Caldwell & Drake, which he had carried in his pocket.

Mr. Caldwell testified that he had received \$12,500 from the firm of Caldwell & Drake, which he had carried in his pocket.

Mr. Caldwell testified that he had received