

MARRIED TWENTY YEARS AGO

Large Gathering of Friends Guests of Mr. and Mrs. William Walker, Jr., at Their Wedding Anniversary.

Mr. and Mrs. William Walker, Jr., celebrated the twentieth anniversary of their marriage Monday evening. About seventy guests were present to help them in the happy celebration.

The house was beautifully decorated with evergreen festoons, palms, ferns and out flowers. The dates, "1881-1901," in gold letters, hung from the bay window.

The following impromptu program was rendered:

Piano solo—Miss Lewis.
Piano solo—Mrs. George Fuller.
Vocal duet—Mr. and Mrs. Fred Dawson.
Vocal duet—Mr. and Miss Scott.
Vocal solo—Mrs. Charles H. Lee.
Vocal duet—Mr. and Mrs. Fred Dawson.
Recitation—Mrs. B. F. Brown.

The most elaborate refreshments were then served in four courses. The guests were seated at small tables and the hostess was assisted in serving by a few of her lady friends. During the time the little Misses Laurens Walker and Clara Thorsen entertained the company with selections on the piano.

The out of town guests present were Mr. and Mrs. J. N. Fike, of Colby; Miss Gertie Lawless, of Milwaukee, Wis.; Mrs. Thomas, of Good Hope, Ill.

Mr. and Mrs. Walker received many beautiful pieces of china from their friends, a list of which follows:

Decorated Haviland set of 100 pieces by Mr. and Mrs. H. S. Adams, Mr. and Mrs. A. C. Adams, Mr. and Mrs. A. A. Bower, Mr. and Mrs. B. F. Brown, Mr. and Mrs. W. S. Coleman, Mr. and Mrs. Frank Dawson, Mr. and Mrs. F. S. Darling, Mr. and Mrs. George Fuller, Mr. and Mrs. J. N. Hazebaker, Mr. and Mrs. K. C. Heron, Mr. and Mrs. S. E. Hubbard, Mr. and Mrs. R. J. Jones, Mr. and Mrs. J. M. Jewell, Mr. and Mrs. T. J. Leonard, Mr. and Mrs. C. M. Millmuck, Mr. and Mrs. P. J. McBratney, Mr. and Mrs. W. Powers, Mr. and Mrs. G. H. Rice, Mr. and Mrs. C. E. Swartz, Mr. and Mrs. J. Ed Stevens, Mr. and Mrs. E. Thorsen, Mr. and Mrs. Earl Thorsen, Mr. and Mrs. J. W. Thomas, Mr. and Mrs. E. C. Wiley, Mr. and Mrs. E. H. Young, Mrs. Pauline Hartman, Mrs. Lou Washburn, Mrs. Maggie Sullivan, Mrs. Wm. S. Luther, Miss Soaman, Miss Julie Fowler, Miss Nellie Scott, Mr. G. H. Woodward, Messrs. John Boyce, W. E. C. Sanderlin, W. A. Young, C. F. Smith, E. J. Scott, J. A. Wier.

One dozen Haviland hand-painted plates by Mr. and Mrs. E. F. Conroy, Mr. and Mrs. Fred Dawson, Mr. and Mrs. C. H. Lee, Mrs. Alice Bradley, Miss Rose Filer, Miss Stella Filer, Mr. James Gullett.

Decorated Japan plate by Mr. J. M. Jantus.
Decorated Bavaria plate by Mr. and Mrs. L. L. Ernst.

Stitching bon bon spoon by Mrs. W. F. Merrill, Sioux City, Ia.
China salad bowl by Mr. and Mrs. W. Walker, Sr.

Decorated Haviland chocolate set by Mr. and Mrs. J. N. Fike, Mr. and Mrs. W. F. McCue, Colby, Kan.

Hand-painted plate by Mr. and Mrs. T. J. McCue, Goodland, Kan.

China berry set and Haviland glass tureen by Mr. and Mrs. J. A. Richardson, Pueblo, Col.

Cracker jar by Mr. and Mrs. J. M. Cox, Mr. and Mrs. J. W. Usher, Pueblo, Colo., Mr. and Mrs. E. C. Wiley, Mr. and Mrs. E. H. Young, Mrs. Pauline Hartman, Mrs. Lou Washburn, Mrs. Maggie Sullivan, Mrs. Wm. S. Luther, Miss Soaman, Miss Julie Fowler, Miss Nellie Scott, Mr. G. H. Woodward, Messrs. John Boyce, W. E. C. Sanderlin, W. A. Young, C. F. Smith, E. J. Scott, J. A. Wier.

Chocolate water jug by Mr. and Mrs. G. L. Montgomery, Mason City, Ia.

Japan jug by Mr. and Mrs. G. A. Beauchamp, Holton, Kan.

Hand-painted salad bowl by Dr. and Mrs. F. H. Smith, Topeka.

Two Haviland plates by Mrs. Belle C. Harris, Emporia, Kan.

Hand-painted cake plate by Mr. and Mrs. L. A. Stoddard, Manchester, Ia.

Hand-painted salad bowl by Mr. and Mrs. H. Lawrence, Manchester, Ia.

Haviland plates by Mr. and Mrs. W. E. Comer, Denver.

Hand-painted pitcher by Mrs. E. M. Cornish, Manchester, Ia.

"Sitting Out" Dances.

A Colby paper prints the following about the "sitting out" dance, which, it is supposed, has reached that place:

"The young people who indulge in the dizzy waltz will hear with interest that the heads of Washington and New York society have declared that 'sitting out' a waltz will be more fashionable from now on than dancing. The 'sitting out' embodies the same position as dancing—the only difference is that you sit instead of dance. The man's right arm is around the girl's waist while his left hand holds her right. Her left hand is placed on his shoulder, while her head rests lovingly on his bosom, and all they have to do is to sit and listen to the music. Now, that is something like it. We always regarded it as quite a nuisance to have to gallop a mile or two to get a hug or two. A room full of people sitting around on sofas hugging to music is more to our notion. This will give the old rheumaticy brethren another chance to waltz. Most men waltz, not for the dance, but for the position, and while many a man may lose his appetite for dancing he has to get powerful old before he loses his appetite for hugging a pretty girl."

Pay for Taking Children to School.

An exceptional case was brought to light the other day, says the Colby Free Press. The school laws of Kansas compels a district to pay 15 cents per child per day for the transportation of each child who lives over three miles from the school house, but the law strictly provides that said children must be conveyed. One school patron furnished his children with a horse and cart to go to and from school but the board refused to pay the amount specified because they claimed he did not actually convey the children. The county attorney is looking up the matter and his decision will be looked for with some interest. Not many people were aware that such a law existed.

A Chicken Pie Dinner.

The Ladies' Aid Society of the Methodist church will serve a chicken pie dinner in the Union bank building today. The public is cordially invited to patronize them. The price of this dinner will be 25 cents.

THE TRIALS OF A STUDENT.

A Brakeman Tells of the Tricks That Were Played Upon Him While Being Instructed at Railroad.

In the year '97 I took a notion to try to get a job as brakeman, in which I succeeded. The superintendent gave me a slip of paper with the invitation to join the hospital. I passed the examination; next was to make out my personal record, then my tintype was taken, then the keys and book of rules were given me. The superintendent gave me a note to the conductor on train No. 33 to go out as a student. This was in the month of July. You can imagine what graft it was then and what it is now. Well, we left Sacramento at 6:45 a. m., we had gone about three miles when suddenly a jerk, I slid along the locker and my head hit against the side of the caboose and almost knocked my brains out. I gathered myself up and looking around I heard a brakeman say: "Break into."

I thought we had had a collision. The brakeman called me and he opened the cellar door, and pulled out a long heavy chain. He told me to bring the chain and come with him. We got up to where the train had parted. They chained them up, we started. A brakeman asked the conductor how much freight for Roseville, he said 16,000, I thought he meant that amount to unload all the way up to Red Bluff. After we got through with Roseville, I was almost gone in; but when we got to Marysville I thought it was all day with me. The caboose brakeman had me going high on every out that came along. And there were cuts coming in all tracks. The Shack told me to ride them all and not to let them bit hard. I thought it was the duty of the student to ride them all. But I have since learned a few things. I was so tired that I could not get or sleep that night. We got up to Gridley after the work was done. The head brakeman gave me a pail of the engine and told me to go to the caboose and get the pail full of slack. I started back and the engineer whistled two short whistles. The train started to move; I thought they were going to pull the caboose up to me. I heard the brakeman say "let her go ninety miles an hour." I did not know what they were up to. By this time the train was going a few; I got the pail in my teeth and started over the running board; the wind was blowing so much I thought it would blow me off the cars; I had to go on my hands and knees over the running boards to the caboose. I told the conductor that the head brakeman sent me back for a pail of slack. The conductor said: "Tell him we are out. The caboose brakeman did not draw any last lay-over-day. Hurry up and go over ahead, and tell him before you come to the next stop." I started as before on my hands and knees, I would look back once in a while to see how far I had gone. I could see those rabbit heads in that up stairs in the caboose laughing for all they were worth. I did not know what they were laughing about. I managed to get up ahead. I said, "No more slack left," he said, "Alright." He started in a conversation with me and asked if I knew how to give a signal for a crooked link, I said no; he laughed; I asked him how it was given. He said I would learn after a while. I have since learned the signal.

We were due at Red Bluff at 8:15 a. m.; we got there about 11:00 p. m. The conductor said I would have to get on top of the cupola, and straddle the cupola with one white lamp in each hand and stay up there until the train came to a full stop in the yard; I did it. The next day we came down; I knew a little more than I did the day before. We got to Lincoln, which was 28 miles from Sacramento, the engineer told me to go and get a copy of the conductor's detention list, I went back about four or five cars and layed down on the running board; I thought they were up to some more of those wise acts. I would not go back. The conductor told me to go to a harness shop and buy a belt to carry links and pins. After I went out under pay the first trip, I was working ahead. The man with the tag said, "Cut-off two and come in on the house," I opened the switch and they backed in; I stayed at the switch, they backed them over a short rail. These were the first ten days. The next trip I threw the switch under the caboose; of course as usual ten days again. I started on my third trip as careful as I could be. We got to Marysville. I was standing by two switches; he yelled to me, "ready to make a fly," I threw the wrong switch. As usual ten days more, and a letter to be more careful in the future or dismissal from the service would result. I have worked two years and a half on the Valley with feeble minded people. I am now working with railroad men and where they railroad.—Member 340 in Railroad Trainmen's Journal.

To Cure a Cold in One Day

Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.

THE CONDUCTORS' BALL.

The Event Was Conducted on Schedule Time and Was the Most Successful Ever Given in Goodland.

The ringing of an engine bell and the "All aboard for the grand march" by Conductor Usher were the signals for the start of the first annual ball of Division 276, Order of Railway Conductors, at the Goodland opera house last Thursday night. From the time of the grand march, which started at 9:00 p. m., until the end of the run was reached, "Home, Sweet Home," 4:00 a. m., it was one continuous trip of pleasure. The arrangements were perfect in every detail and the ball went along on card time. The conductors were especially zealous to see that their guests enjoyed themselves to the fullest measure. And they did.

The attendance was unusually good, although the number from out of town was not as large as expected. The spectators tarried to a late hour to listen to the music and watch the dancers. It was a pretty scene. As told in THE REPUBLIC last week the decorations were elaborate and artistic, and combined with the perfect lighting the hall was never shown to so good effect.

The orchestra played "Knight of Liberty" for the grand march which was led by Mr. and Mrs. W. Stephens, followed by about seventy couples who were eager for "on with the dance." After the grand march came a quadrille, then waltzes, schottisches, two-steps and three-steps were most in evidence. As the ball was given on St. Valentine's day the programs were correspondingly appropriate. They were in the form of an envelope with daisies embossed on a green field, and the seal on the flap was embossed with the pleasing design of two hearts pierced by Cupid's darts, resting upon a cushion of violets. Many people remarked upon their excellence.

Throughout the evening refreshments were served upon the stage by the conductors' wives and 30 minutes intermission was taken at 12 o'clock to enable the dancers to refresh without missing a dance. At this time specialties were introduced, such as a song by a male quartette, vocal solos, etc.

The large per cent of the dancers remained till the last number was completed at four o'clock.

In most respects the conductors' ball was the best that was ever given in Goodland, and they are entitled to the unlimited praise which has been bestowed upon them for the success of the event.

Among the out of town guests were Messrs. Bessie, Davis, Lynch, Phillipsburg; O. Rolfs, Kansas City; W. Carter, St. Joseph; C. C. Thompson, Rexford, Kan.; Mr. and Mrs. Lucas, Gem, Kan.; C. Kruder, Charles Donelan, Colby; Dr. and Mrs. C. A. Gillette, Miss Ella Penfold, Burlington, Col.; Miss Palmer, Mr. and Mrs. M. Stanton, Louis Braden, Roswell, Col.; Mr. and Mrs. J. W. Usher, Pueblo, Col.

William Strapp is a new machinist's apprentice.

Conductor C. Stevens will be on the extra list for a time.

Business is quite slack on this division of the Rock Island.

Brakeman Frank Gunn spent a few days in Denver this week.

Engineer J. L. Boyle drew the largest check this month. It called for \$238.

Earl Hida, a machinist's apprentice, left Monday night for a visit in Kansas City.

Brakeman Gunn is laying off for a few days to visit his parents at Pueblo, Colorado.

Eastbound passenger train, due here at 7:55 p. m., was nearly two hours late Tuesday night.

Trainmaster John Boyle and General Foreman A. C. Adams were at Colorado Springs Sunday.

Engine 838, Engineer Coots' speeder, came out of the shops Tuesday after undergoing light repairs.

Conductor Farley resumed work on Wednesday after laying off a week on account of vaccination.

The dispatchers will give a grand ball on Easter Monday, April 8, and will outshine an electric headlight.

Ed Carmichael left Monday night for Colorado Springs. He will visit with A. G. Patrick's folks for a few days.

Conductor Joe Waters moved Wednesday from the Gandy residence into the Filer house in the north part of town.

Mrs. L. K. Foster, wife of Engineer Foster, has returned to Denver after visiting her husband and attending the ball.

William Koons is smashing baggage at the depot in the place of John F. Franklin, who is away on matrimonial matters.

B. B. Westcott and wife will leave Saturday for Kansas City, where Mr. Westcott will secure another place as operator.

Charles McGee, formerly a fireman on this division, has taken a similar position with the Union Pacific at Ellis, Kan.

Quite a number of the railroad men are off owing to illness. Among them are Deaney, Tucker, McClure, Dayton and Linsley.

Engineer W. McLellan returned to

the Ro-well-Pueblo run Sunday with his engine, which had been receiving repairs in the shops here.

Fireman Tim Foley has been laid up with rheumatism for several weeks and he left for Excelsior Springs, Mo., Monday where he will receive treatment.

Monday was pay day and the amount of money distributed here this month was large for January's work. The total amount paid to employes was \$14,114.37.

Fireman Mike Ryan's "Captain Jinks" dance will make him famous yet. He danced it during the intermission at the conductors' ball and had to respond to an encore.

Conductor Fuller, who has been off on a leave of absence for a couple of months, is back and will take his run relieving Conductor Hazebaker, who will take his freight run out of Goodland.

Engines 557 and 563, Engineers James and Carmichael, left Thursday for Liberal, Kan., and will be used on the Rock Island extension. The engineers only took their engines as far as Phillipsburg.

Engineer George Fuller with engine 578 made a good run with the other night between Goodland and Limon. The tonnage consisted of 475 tons and the distance, 107 miles, was covered in four hours, including stops.

Engine 589, Engineer Emick, blew out a cylinder head three miles west of Ganoa, on Tuesday night. The engineer brought the engine in on one side with only part of the train. The accident delayed No. 10 for nearly two hours.

Brakeman E. B. Wilson received quite severe injuries last Thursday night while doing some switching in the yards at this place. He was caught between a car and the platform at the freight depot and was rolled about 30 feet. He sustained some bad bruises and the flesh of one arm was quite badly lacerated.

The dispatchers will give their second annual ball on April 8, and if the arrangements are carried out as proposed the ball will be the most brilliant one ever held in this city. It is proposed to light the hall with electricity, using vari-colored globes, and the decorations will be something new in the way of artificial flowers. A Topeka orchestra will furnish the music and train-dispatchers at Colorado Springs, Pueblo and Fairbury will aid the Goodland brethren in giving the entertainment.

Fireman W. A. Fraser returned recently from Boston where he went to attend the funeral of his brother, Andy Fraser. The last issue of the Locomotive Fireman's Magazine contains the following: "Boston lodge is again in mourning because of the death of Brother Andy Fraser, who was struck by an engine and died from his wounds. Poor Andy was a fine brotherhood man and had a good word for everybody. He leaves a wife and three children. May he be happy in the world above."

D. P. Bailey, who was the Rock Island station agent at this place from the building of the road until 1897, when he was transferred to Goodland, is in the city this week visiting his many friends. Mr. Bailey quit railroading three years ago and went to Dresden where he has since been engaged in the mercantile business until recently, when he sold his store to R. A. Handy and G. B. Duke. Mr. Bailey has moved his family to Denver where he has just finished locating the mercantile business. He will spend a few days visiting his old friends before engaging again in business.—Phillipsburg Dispatch.

Engineer B. Hamilton and Fireman Frank Thompson were at Abilene last week on a law suit. Last June a freight wreck near Limon blocked the line and Engineer Hamilton was sent over the Union Pacific with a Rock Island passenger train. Near Solomon, Kan., the engine killed a horse and the owner sued the Rock Island for the loss of the animal as it was shown that the Rock Island train killed it by accident. The court held that the Rock Island could not be held responsible for the failure of the Union Pacific in fencing its track, and the owner of the horse consequently lost the suit. Mr. Hamilton met Dr. Shelley and L. A. Hendrickson at Abilene, where they are in the drug business. They have a nice store and are doing well. They sent regards to their Goodland friends.

Commencing Tuesday, February 19, and each Tuesday thereafter until further notice, the Rock Island will run a California tourist sleeper out of Kansas City as part of the equipment of the Colorado "Dryer." This is in order to further participate in the business resulting from the unusually low rates to the Pacific coast, which are effective every Tuesday. The sleeper will be run from Denver over the Denver & Rio Grande, the Rio Grande Western and Southern Pacific. Some of the Kansas City passenger men believe the roads will lose by the cheap excursions, as persons who otherwise would make the trip at regular rates, will wait and buy excursion tickets. The claim is made that the majority of those who bought tourist tickets last Tuesday would have gone west at full fare had not the excursion rate been made. It is predicted that the low rates will soon be in effect every day in the week instead of once every week as intended, and it is shown that they are now practically in effect four days out of seven. The Great Western applies them to its tourist or service on Mondays, the Milwaukee has given notice that it will apply them on Wednesdays and the Minneapolis & St. Louis intends applying them in its tourist car service Thursdays.

The smallpox situation.

The smallpox situation is the same as one week ago. There have been no new cases reported. The Fletcher and Dimmitt families, living five miles west of town, are closely quarantined and it is not anticipated that the disease will spread. The two young men who were taken down with the last week have in a mild form and are doing nicely. The county health officer is doing all in his power to prevent the disease spreading.

GOODLAND IS "DRY."

Saloons Close and Other Places Cease Sale of Intoxicants.

The Carrie Nation Temperance Wave Has Reached This Town and Dispensers of Liquor Ordered to Abandon the Traffic—Order Obeyed.

How dry I am.
How dry I am, etc.

That is the popular song in Goodland to-day. Many are singing it. How long these lines will continue to be sung time alone can tell.

The Carrie Nation crusade has reached the western borders of the state, and a more effective job of "smashing" could not have been done by the original saloon smasher herself. But Goodland's saloons were not smashed. They were just closed. A half dozen women did it.

If they hadn't closed Goodland might have experienced one of those saloon raids that have gotten other towns in the public eye through the agency of the daily press, and thereby hangs a tale.

Saturday morning Goodland's three saloons failed to open their doors. It was not due to any fault of the owners, but was by order of the county and city attorney, who was commanded to close them. If that officer failed to do as directed rumors of a "crusade" or "smashing" was threatened. The saloons were not the only ones ordered to cease in the sale of intoxicants, but the drug stores were also included.

The order was obeyed by the keepers and it is impossible to secure liquor in this town to-day, for the first time in its history.

The saloons were as fine ones as could be found in Kansas and had just been rebuilt and refurbished and put in shape, for since the fire that destroyed them last fall the owners had fitted their places in the most modern style. The occupation of a joint keeper is about as uncertain as that of the western Kansas farmer in raising a crop, and their plans are now knocked into smithereens.

The keepers do not take a hopeful outlook in the matter, and it is doubtful if Goodland will ever be a "wide-open" town again. Some of those that have been engaged in the business say that they are done and will not attempt to reopen, even if permission to run was given. They claim that there were too many in the business to make it profitable, and besides they were each paying a monthly fine of \$56. This money the city treasury will sadly miss as it has been the means of keeping the city in a first-class financial condition.

The order for closing came last Friday after a long consultation with County Attorney Andrews, who is also city attorney, with a delegation of women composed of Mrs. E. F. Murphy, Mrs. William Hegeboom, Mrs. O. C. Dawson, Mrs. Derby, Mrs. Susan Kellogg and Mrs. Newton Krow, leaders in local temperance work, but who are not banded together in any organization. The women meant business, they said, and unless the places were closed prosecution would be commenced, and in the failure of that "smashing" was hinted.

Mr. Andrews informed the saloon men that it was up to him and they would have to close. That was all there was to it. And that is the reason that Goodland is singing "How dry I am."

Appoint a Trustee.

The board of county commissioners held a special session Monday. They appointed H. W. Kannels trustee of Grant township to succeed E. D. Ackley, deceased.

The commissioners, together with the county health officer, also met as a board of health.

Joseph Alcott Is Dead.

Joseph Alcott, a hardware and implement dealer of Colby, died there last week after a short illness. Mr. Alcott was known to many people of this county and was quite well known in Goodland. He leaves a wife, two daughters and two sons.

A New Doctor.

Dr. C. W. Richards, of Denver, Col., has located in Goodland for the practice of medicine. He has an office over Thorson's store. Goodland now has five doctors.

Hartley-Freedland.

Charles Hartley and Miss Lena Freedland, both of Muldrow, were married at the home of the bride's mother Tuesday, Rev. J. T. Shackelford, officiating.

Church Announcement.

H. C. Atwater will hold services in the Episcopal church Sunday, February 24. Services at 11 a. m. and 7:30 p. m. Everyone cordially invited.

Next Week.

Spring muslin underwear opening and display next week at Millisley's.

Time for Repapering.

It is time to repaper that dingy room and I have some new and elegant patterns from which you can select. I will hang the paper and will guarantee all work.

A. L. McCarty.

PERSONAL NOTES.

Fred Aten was at Burlington Sunday.

Jim Woods is in Denver to spend a few days.

William Dooling left Saturday night for a trip east.

E. A. Woods returned to Denver the first of the week.

Clyde Thompson, a merchant of Excelsior, Kan., spent Friday in Goodland.

Sam Bishop, an employe of a Smoky Row resort, has gone to Colorado Springs.

J. B. Moore, of LaBlanche, was in town Saturday for the first time in several weeks.

T. J. Pittaway, an employe of the Golden ranch, left Wednesday for his home in Agra, Kan.

Tom Edgerton left Tuesday night for Kansas City where he will receive treatment for a cancer.

Miss Mary Seaman left Sunday evening for St. Louis where she will buy millinery goods for her store.

A four-year-old son of G. G. Miller, of the south side dairy, fell and broke the left fore arm last Friday.

L. A. Warner, until recently of this county, is now employed as pumper for the Rock Island at Kensington.

C. C. Young and wife, late of the Brick hotel, are now residing in Denver. Their address is 2045 Stout street.

Dr. Roe Thomas is at Colby and Hoxie this week on dental business, tiling his regular dates at those places.

Jud Sullivan returned to his home in Iowa Sunday after a visit with his parents, Mr. and Mrs. John Sullivan, Sr.

J. B. Penn returned from Denver Tuesday morning where he took a carload of hogs. He found the market only fair.

Sheriff William Walker returned Sunday morning from Topeka where he took Mathew McKeigan, insane, to the asylum.

Law Frohmuth, formerly of Goodland, was married recently at monett, Mo., to Miss Lea Dixon. They will make their home at that place.

J. B. Penn left Tuesday night for Plattville, Wis., where he went in response to a telegram stating that his mother was not expected to live.

James N. Fike, of Colby, accompanied by his wife, was in the city Monday to attend the wedding anniversary of Mr. and Mrs. William Walker, Jr.

Fred Dawson returned Friday morning from Wichita where he had been to attend the head camp of the Modern Woodmen as a delegate from the local lodge.

Fred Yearick, ex-representative, is staying at the Brick hotel. He has sold his live stock and farming tools and has given up farming. He may go to the soldiers' homes for a time.

John Grier, formerly of the Depot hotel in Goodland, was a passenger on the eastbound train Monday evening. He now lives in Kansas City and was enroute to that place after a business trip to Colorado Springs.

Walter Stevens, of Philadelphia, a cousin of Ralph Thoenor, also of that city, who is staying here, spent a few days in Goodland this week. Mr. Stevens is a traveling salesman for Barney & Berry, skate manufacturers.

Rev. Denney and wife, father and mother of Conductor E. J. Denney, arrived in Goodland Wednesday morning for a visit to their son. They were formerly residents of this county but removed about two years ago to eastern Kansas.

Miss Cara Tibbels, of Oberlin, Kan., arrived in Goodland Wednesday morning. She is on her way to visit her sister, Mrs. Lee Conquest, who lives with her husband on the Clayton ranch. She is stopping for a few days with the family of Dr. Farrow, who are old acquaintances.

Dr. Farrow, county health officer, notified the opera house manager that the occupancy of the opera house would not be allowed for the "Two Johns" show which was to appear here to-night as he deemed it improper on account of necessary precautions in quarantine against smallpox. The "Two Johns" will have to pass us.

TOLD IN A LINE.

Appropriate exercises will be held in the city school to-day to observe Washington's birthday.

The Whist club was entertained Wednesday evening by Mr. and Mrs. R. F. Coots and Mr. and Mrs. C. H. Lee at the Coots home.

Dr. Golden shipped two carloads of fat sheep to the Kansas City market Monday. W. F. Detwiler accompanied the shipment.

At Goodland a jointist attended church last Sunday and took a seat near the door. The room being warm he soon fell asleep. The preacher finished his sermon and said in a loud voice: "We will sing Old Coronation." The jointist awoke just in time to hear the last word, and jumping over two seats, he slammed the door shut and put his shoulder against it.—Colby Free Press.

Tom Morgan says that Stanley's statement that he and John Brown slept together 40 years ago reminds him of a speech recently made by a republican candidate in Greenwood county. The candidate spoke in a town where there was a George Elliot club. He wanted to solidify himself with the literary crowd, and said: "I am glad to see you do honor to George Elliot, the greatest of authors. I knew Elliot well. We were soldiers together, drank from the same canteen and slept under the same blanket many a night."

—Kansas Notes in Kansas City Times.

The Snow Storm at Goodland.

Snow began falling at Goodland about nine o'clock Tuesday night and by Wednesday morning from three to four inches had fallen. The little wind that blew was from the east and the temperature was only a little below the freezing point. Trains have only been slightly delayed. Cloudy weather continued Wednesday and Thursday.