Daily Eagle

M. M. MURDOCK, Editor. | R. P. MURDOCK, Business Manager.

M. M. MURDOCK & BRO.,
Publishers and Proprietors.

All letters pertaining to the business of the printing department or bindery, or for information of advertising, should be addressed to the business manager; all other communications to the editor.

The only Daily Paper in Southwestern Kansas or the Arkansas Valley, receiving both the day and night Associate Press reports in full.

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PERSONALS.

W. J. Tilghman, of Baltimore, is at the Manhattan.

H. Endicott was up from Arkansas City yesterday.

Jas. K. Perry, of Chicago, was among yesterday's arrivals.

Russel Wiggins, an attorney of Attica, is in the city on business.

C. W. Garner wife and children were in from Saratoga yesterday.

R. Leonard, a business man of Fulton, N. Y., is looking over the city.

J. C. Fuller, one of Winfield's most prominent citizens, was in the city yesterday on business.

J. H. Baxter, Boston; F. P. Grant, St Louis; E. P. Estas, New York, F. A. Funke, Philadelphia, are at the Hotel Gandolfo.

Mrs. A. H. Gossard, of Kansas City, is visiting her father, S. L. Davidson. Mrs. Gossard has very many friends in the city who will be glad to meet her.

D. J. Dean, the pleasant and well known young hotel man, has returned from the east after completing arrangements for the furnishing of the Cary Grand.

Mrs. Limbard and daughters Clyte and Ethel, wife and daughters of the Hon. James Limbard of St. Joseph, Mo., are the guests of E. Y. Munsell and family.

Mr. S. A. Baldwin, of Leadville, an old friend of Hon. J. R. Mead, with whom he is visiting, called yesterday. Mr. B. is connected with one of Leadville's big smelters. He predicts great things of Wichita.

Hon. C. W. McDonald, of Concordia, spent yesterday in the city. He was on his way down to the Pan Handle. Mr. McD. wisely concludes that the opening of the Indian Territory will make Wichita one of the great cities of the west.

Yesterday the workmen were engaged upon the interior of the Smith—Skinner building.

Rev. Powell, of Topeka, will preach for the Unitarian society on Sunday afternoon and evening. All Unitarians are urgently requested to attend.

Sheriff W. W. Hays received a message last evening calling him to Kansas City on some very important business. He left on the Rock Island at 8:30.

Last evening a party was given at the residence of Mr. Jones on South Ida avenue. It was quite well attended and a very pleasure enjoyable affair.

Mr. B. N. Hann, night train dispatcher for the Missouri Pacific, is confined to his room with pneumonia fever. His many friends hope for his speedy recovery.

Frank W. Plant, of New York, was at the Manhattan yesterday; but after securing a marriage license left for Fall River, where will be married to Miss Ella Lawrence of that place.

On next Monday the C. K. & N. will commence running free reclining chair cars on their lines in the state. The passenger trains from this city to St. Joe and Kansas City will be supplied with chair cars.

The stone work upon the Sedgwick block is completed, the bricklayers, it is thought will be through with their work within a week; the lathers have finished the second and fourth stories, and the plasterers were at work on the first.

A note picked up on the street yesterday with a mysterious appearance conveyed the intelligence that the Four Black Crows meet this evening at 1130 at the usual place. It created considerable talk and many comments by those who saw it.

Some of the very best musical talent in the city has been secured for the Aesthetic concert next Tuesday night. The man in the moon has been secured at great expense. Special scenery has been imported, and no one should fail to attend.

The medicine case found in the possession of one of the arrests made by the metropolitan police, it was discovered belonged to Dr. Chas. Milson. The case was taken from the doctor's office during his absence by the tramp in whose possession it was found.

A number of young gentlemen were heard talking at Gandolfo's last evening and it seemed to be the general opinion that a fellow who will accompany a lady to a ball without enough money or credit for a midnight lunch has inexcusable gall. A case in point was unmentioned.

Mr. Thomas G. Fitch has decided to build a residence near the corner of Spaulding and Franklin avenues. The first story will be of stone and the second of St. Louis brick. It will cost near $8,000. Plans have been completed and work will commence at an early date.

Rogers, the photographer, has found that his new process of taking pictures is eminently successful. So delighted were the persons whose portraits were taken as a trial, that they purchased the portraits, while others who have inspected them have also given their orders.

Mr. Milliard, who has been appointed to look after the interests of insurance companies in this section, arrived yesterday. He has commenced preparations for taking charge of the new position. As yet he has not determined where he will make his headquarters. He is figuring on rooms on both Douglas avenue and Main street.

The Aesthetic concert under the management of the Christian church, to be given in Garfield opera house next Tuesday evening, Nov. 29, will be one of the most social entertainments ever given in Wichita. Owing to the fact that there have been so many amusements of late, the admission has been placed at 25 cents and should insure a full house.

A series of sermons upon the "Future Life" are now being preached by the pastor of the Mayflower Congregational church on Fairview avenue, every Sabbath evening at 7:30. The next discourse in the series will be upon the interesting subject: "Where do our Departed Christina Friends go Immediately After Death?" Seats free and all are welcome.

THE MYSTERY.

More Developements.-An Analysis Proves the Blood to be that of a Human Being.

The interest in the murder mystery of the preceding day continued during yesterday. The central object of interest was the recovery of the supposed victim of the tragedy. Early in the morning a report was circulated that the body of a man had been found in a barn in the northern part of the city. An investigation proved it, however, to be groundless. Most of the disreputable houses were visited in the hopes of gaining a clue to the persons who were out late on that night. The hack barns were all inspected. The driver of No. 2, Baughman and Freeman's hack said that his was the hack that Mr. Rochelle saw early in the evening at the boat house. He also says that he knows absolutely nothing about the affair and that he saw none of the evidences of a crime discovered at the place the next morning.

It appears, too, quite evident that there was a man in the city by the name of Gordon Lyman, as an employe of the post office said that he had seen letters addressed to that name. The letters, he added, were according to his recollection always addressed with a type writer, but he could say to what part of the city they were addressed or where posted.

Yesterday morning an old gentleman by the name of Graves came into the sheriff's office and said that he wanted to inspect the articles found to see if he could recognize among them any thing belonging to his son, whom he said had disappeared from home Monday night.

Some believe that G. Raymond, an apple dealer of Chetopa, is the victim. He was in the city Wednesdae; started for home, but it is thought was too late to reach the train before it started and has not been seen in the city since. The hat, however, could not be recognized by the Occidental clerk as that worn by Mr. Raymond.

The result of the examination of the blood, has been anxiously looked for. Dr. Shults returned last evening from St. Louis and immediately commenced an analysis and microscopic examination. He was thus engaged when visited at his office last night, and when spoken to regarding the matter he called the attention of the reporter to the differentiating points between the blood of a human being and that of a inad fowl. "First the blood of a human being differs from nearly all other animals in the fact that the discs are of uniform size, of uniform roundness, and and convex on both sides. Being viewed by the aid of a microscope light is transmitted through the centre of the blood disc showing a light spot in the center and gently blending to the edges. The corpuscles or discs of a fowl are larger and oblong, almost twice as long as wide; with a dark nucelus in the center. In no wise does the blood of a fowl resemble that of the mamalia. The only blood corpuscles that resembles that of the human being are those of a guinea pig, and they only in size and uniform roundness. They can be readily distinguished, being of a darker hue, denser in structure and devoid of the transparent spot in the center. It is without doubt blood as it answers to all the chemical tests of blood, the one I made being with guacum and peroxide of hydrogen. Now if you will look through this microscope you can easily tell for yourself if it be the blood of a human being or of a fowl." Looking through the glass a number of uniformly round discs with the light spot in the center were seen. "It shows very clearly, you see, that the blood is that of a human being and such is my opinion."

The Doctor says he intends to color the blood corpuscles so that they can be more plainly seen; also to prepare the blood of a chicken and exhibit the two specimens today to any one who may have curiosity enough to compare them and note the difference.

ROCK ISLAND SCHEME.

Captain Lamont, who has charge of the eating houses of the Rock Island, arrived yesterday and will remain in the city a few days making arrangements to open up the dining department at the new depot. By the last of next week all passenger trains of that line will be stopping twenty minutes for meals.

A Rock Island official made a statement a few days ago which he considered a good pointer for gaining the company's opinion of Wichita. When arrangements were first made for the location of the passenger depot building it was thought that a depot building as large as the one now completed would give room for dining purposes and all offices the company would need outside the freight department. The building was not completed until it dawned upon the leading officials that there would not be room enough for their use. As a result it was decided to make more room by erecting a hotel. Some weeks ago the architect for the company, Mr. Hyde, of Topeka, was instructed to draw up plans for a hotel building at Wichita, costing not less than $50,000. Mr. Hyde has the plans about completed and the informant stated that he believed the company would put in the foundation this winter and complete the building next spring and summer.

The building will be located on the south side of the depot building, and have an east front of sixty feet and ninety feet deep and three stories high. The brick used will be similar to that in the depot building.

MR. HOFFMAN'S SAY.

A few days since we published a personal which covered in brief the statement of a lady who called upon us in trouble. She said she came to Wichita to regain through the courts the possession of two children which her divorced husband was illegally retaining. Mr. Hoffman, who is a civil engineer in the employ of the Missouri Pacific road, sends us a statement, together with voluminous printed slips, which convinces us that the lady aforesaid has imposed upon the good people who espoused her cause. Mr. Hoffman's statement is too long for publication, but of his being a gentleman and a man of honor, and better prepared to educate and bring up the children in question, we have not the least doubt. Had Mrs. Hoffman carried out her threat to go into court she would have been confronted with some very unpleasant facts and episodes, not to say queer movements, for she left very unexpectedly, for the west, a day or two since, taking her youngest child, the boy, with her. The case was to have come up today. So far as Mr. Hoffman is concerned, he seems able and prepared to take care of himself and his name, as also his daughter.

ANOTHER BRICK BLOCK.

Mr. Steinhauser of Steinhauser-Merkle returned yesterday from St. Louis where he has been for some days attending to business matters. The firm has decided to erect another brick block adjoining on the west the one just finished on Third street and Fifth avenue. The block will have a north front of fifty feet and one hundred and forty feet deep and three stories high.

Plans are being drawn for the new building and it is proposed to put in the foundation the coming winter and be ready to commence brick work in the early spring.

CORDER—FULTON.

Married at the residence of the groom's parents Thursday afternoon Mr. H. O. Corder and Miss Lizzie E. Fulton; Rev. J. D. Hewitt of the Presbyterian church officiating.

The bride was beautifully attired in a rich toilet of white silk elegantly trimmed, and carrying a bouquet of Marshall Neil roses; the groom wore the regulation black dress suit.

The happy couple were the recipients of a number of very handsome presents, among which may be mentioned the following: Hand painted toilet set, by Misses Ella Conner and Laura Corder; a chamber set, by Mr. and Mrs. A. Romines; water set, Mr. and Mrs. T. A. Shuler; tea set, Mr. and Mrs. O. P. Fulton; china set, Mr. and Mrs. C. W. Merris; silver pickel castor, Messrs. John Harris and Ben Fulton; same Mr. and Mrs. O. E. Corder; silver salters, Mr. and Mrs. E. N. Beby; silver dinner castor, Messrs. M. E., T., E., J., W. Conner and W. R. Walter, and damask table spread, Mable S. Stodgel.

WHAT HE THOUHT.

James G. Hardy, Esq., one of the oldest bankers and successful business men of the Wabash valley, whose former residence was Covington, Ihdiana, but now resides Toledo, Ohio, accompanyed by Mrs. Hardy, was in the city this week, and part of the time was guest of Rev. Dr. Boyd. Mr. Hardy was on a visit to his possessions and attending a cattle sale of his stock at Eureka, Kan., and concluded to come up from there and see if what he read concerning the city of Wichita was true. The storm interfered with his riding over the city, but what he saw without a general view convinced him that the city of Wichita is all that the press of the city has claimed for it. After making arrangements for correspondence with Mr. Boyd, who is to keep him posted on Wichita, he returned to Indiana, designing to make Wichita a visit soon.

THE DANCE.

The dance given last night by Scott R. Beal to his brother's class was well attended and a social success. The program was varied and all seemed to enter the full enjoyment of the occasion.

Among those present were noticed Mr. and Mrs. Grant Hatfield, Mr. and Mrs. Geo. Bradshaw, Mr. and Mrs. Bullard, Misses Lida and Maud English, Etta Harvey, Susie Richards, Hattie Hays, Katie Cobler, Ada Hoffman, Josie Mullinger, Mary Young, Zula Dale, Mamie and Nellie Green, Mildred Hall, Lucy Ford, Mamie Robb and Gyp Eder. Messrs. Scott R. Beal, Ridge Comly, Trix Fouts, A. L. Martin, Bert Richards, Walter Fouts, C. V. Patty, R. B. Clark, Clyde Ware, Will Bracken, Frank Jones, James Slayden, Will Chambers, V. Murdock, Fred Sweet, Ben Glaze and W. W. Slayden.

WONDROUS GROWTH OF WICHITA.

As an item of the comparative growth of Wichita with cities east of us, here is a new one. The John L. Boyd Insurance Agency commenced with but one eastern company and has grown to seven. With the first one Mr. Boyd commenced as a stranger to the business and a stranger in the city. The company was new to our people and the result as shown in quarterly statement of said company is, that Mr. Boyd has outwritten every agency west of Indianapolis, for the months of July, August and September, considering the sickness of the agent during July, and the fact that he has had no solicitor in the field but himself, he attributes his success solely to the wondrous growth of Wichita.

COURT HOUSE PETITION.

Farmer Doolittle was quite industrious yesterday in circulating the court house petition. He claims, however, to have worked short hours, but a counting of the names showed near five hundred that he now has on his list. Very few, he says, who have been tackled on the question refuse to sign. He met quite a number of farmers in the city and with a single exception all signed it.

In his travels he reports nearly every one able to give many reasons why a new court house should be built. The interest bordering on enthusiasm which he finds was quite unexpected, although he expected little opposition to the petition.

A SQUARE BLUFF.

A party of drummers were standing in front of the Gandolfo last night late, when a young girl happened to pass along. One of the young bloods at once determined to play gallant, and without a word he walked up to the unprotected female and took her arm. She gave him a hasty and surprised glance and in a tone that was enough to annihilate anything but the average drummer's gall, remarked: "I don't know you, sir." "Oh, yes you do—" He only got that much spoken and was closed up by a smack on the ear that echoed for the whole block. He dropped the arm he had appropriated and in a sad way asked the rest of the crowd: "Will you fellows drink or smoke?"

ROBBED IN A DEN.

A lad was heard howling last evening about being done up Thursday evening. He was painting the town "with the other boys" as he expressed it, and while in a gambling den on West Douglas avenue, and engaged in a game, a fellow went down into his coat pocket and took his pile amounting to $40. He protested against such action but the gang put him out with instructions not to keep his "mug" closed or they would lay him out cold. He is a stranger in the city, but he says he knows the fellows who worked him. He called yesterday at the den but found no one connected with the affair.

ANOTHER NEW TOWN.

Tuell is the name of a new town fifteen miles west of Leoti, which is started by Santa Fe and D. M. & A. capitalists. The company was organized a few days ago with a capital stock of $50,000. It is claimed that the two roads will make that town the end of one division.

At the election of officers for the company Mr. John V. Moffitt was made president, R. M. Spivey, vice-president, R. M. Coates of Boston, secretary, and E. D. Holbrook, treasurer.

GOOD FOR HORACE.

J. V. Majors is getting out plans and specifications for a $15,000 hotel to be built by the railroad and Horace Town Co. at Horace, Kan., an enterprising city of the third class, although with a population of less than 500 has called an election for the raising of bonds for a $15,000 water works and the two railroad town company who own most of the town, have made contracts for incandescent and electric lights.

TO CITY SUBSCRIBERS.

Paper thieves had better look out, our circulator is after them. Any one caught stealing, selling or disposing of subscriber's papers will be prosecuted to the fullest extent of the law. Our carriers carry only regular subscribers papers and are not allowed to sell any under any circumstances. Any subscriber failing to receive his EAGLE regularly will please report it to the office.

Mr. J. M. Webster, of Girrig's gallery at Chicago, has accepted a position with Rogers and will do holliday work.

THE COURTS

DISTRICT COURT.

Langberg vs. McCarty, the replevin suit brought yesterday before Judge Wall, was decided in favor of the plaintiff; the jury returning a verdict of $750.

An application was yesterday filed by the creditors of S. T. Jones to have the court appoint a receiver. The hearing of the application was set for Tuesday.

State vs. Grant Yost came up yesterday. The defendant has several cases against him, but in this one he was charged with stealing two horses and a buggy from Al Johnson of Valley Centre. His plea was that he had taken the rig to drive from Valley Centre to Newton and that he did not intend to steal it. The jury evidently thought so, for they brought in a verdict of acquittal. He has still two other cases to which to answer, taking a rig from the stable of Jerry McCarty and also for forgery, the latter charge preferred against him by a man of Belle Plain.

State vs. Harrison was set for to-day.

PROBATE COURT.

Marriage licenses were issued yesterday to the following persons: Frank W. Plant New York, N. Y., and Ella Lawrence, Falls River; James Turner and Anna Conly, both of Wichita.

The latter couple, Mr. James Turner and Miss Anna Conly, were united in marriage by Judge Thomas in the afternoon at 4 o'clock.

POLICE COURT.

But three cases came up before Judge Dixon yesterday. Harry Bernard, a penniless drunk, who can now be found in the cooler, and two whiskey vagrants, James Johnson and John Hagan both of whom paid $32, the fines assessed.

JUSTICE COURT.

Nothing but civil business came up in the justice courts yesterday. Both Walker and Barrett were, however, kept busy with the suits of this character; the latter by trial, settlement or continuance disposing of ten, and the former of as many.

ANNOUNCEMENTS.

The regular meeting of the Woman's Guild will be held this (Saturday) afternoon at the residence of Mrs. C. H. Peckham, No. 1542 Fairview ave., at 2 o'clock. A full attendance is requested.

MRS. WM. M. BOND, Secretary.

EQUAL SUFFRAGE ASSOCIATION.

The friends of universal suffrage are requested to meet at the residence of Mrs. E. M. Packer, No. 327, corner of Lewis and Topeka avenue, Saturday, November 26th, 3 o'clock sharp. There is work of importance to come before all friends of the movement, and all are earnestly requested to be present.

MRS. M. E. LEASE,
Pres. Sedgwick C. E. S. A.

AMUSEMENTS.

MCGIBENY FAMILY.

Alcazar Theatre:—The McGibeny family, consisting of fifteen members, all more or less musical, made its first appearance here last night before an audience that filled the house. The program presented introduced the family as an orchestra, as a band, as instrumental coloists, as singers, and as comedians of a mild type. Of the solo selections the best was a cornet fantasia, played with a good deal of dexterity by Frank McGibeny, and the second Nocturne of Ernst played on the violin by Mr. Hugh, who displayed a very promising technique with much feeling. The orchestra was remarkable, when the family devoted itself to brass it became a band that could furnish some really inspiring music. Nothing was amateurist or slipshod, and altogether, especially when it is known that the performers run from McGibeny pere, down to a tot of four years old, the entertainment may be considered one of unusual merit.—Daily Chronicle.

CRAWFORD.

The "Cold Day or the Laplanders" was given again last night to a good sized house. Several new songs were introduced and the play received the same marks of appreciation as at its first presentation.

The engagement in this city closes with a matinee this afternoon and the performance to-night.

MUSEUM.

The museum continues to draw good sized houses; the show given is a superior one and the enterprising managers are meeting with the encouragement their efforts deserve.

Mr. H. H. McAlister is making arrangments for erecting a brick block on the southeast corner of Third street and Fourth avenue. It will have a front of fifty feet and be one hundred and twenty feet deep and three stories high. The plans have been completed and work on the foundation will commence in a few days.

Thursday evening near 8 o'clock two ladies were walking together near the corner of Third street and Waco avenue when they met a lad who took quite a fancy to a pocket book in the hands of one of the ladies. He grabbed it and the lady failed to surrender and quite a tussle ensued. The fellow failed to get the book, but did not leave until a relief force was near at hand.

Mr. Thomas Baldwin, of Leadville, Colorado, who for some days has been the guest of Mr. J. H. Mead, left yesterday on his return trip. He says that he will return in a few weeks and will look over the city with a business eye. While here this time he was shown some of the metropolis, as much as convenient for the short stay, and he was most favorably impressed with what he saw.

Mr. James Stephenson, of the Walter Scott Press Works, who came to our city nearly seven weeks since to put up our perfecting press and who still remained after it was up to the present time to see it tested, departed for his home in Plainfield, New Jersey, this morning. Mr. Stephenson is a perfect gentleman and a finished expert on all kinds of intricate and costly presses. He says that the EAGLE has one of the finest and most perfect and smoothly running fast presses ever constructed. He says in fact it is just as fine a machine as was ever built, and that it will undoubtedly be throwing off EAGLE'S long after its present proprietors have thrown up the sponge. The EAGLE heartily wishes Mr. Stephenson long life and happiness, and that he may live to see the press which he put up running off daily a hundred thousand copies of the EAGLE.

Try our fine creamery butter, the best in the market, Jno. A. Jewett & Co., 107 East Douglas ave. d8-3t

Now is Your Time

A rare chance to get a carriage or buggy at bed rock prices. Owing to our very large stock of spring work now on hand, and also owing to a change of location in our business, which will probably occur about January 1st, '88, we will for the next thirty days make the following cut from regular prices:

	Former price.	Now.
3 Fine carriages	$400	$325
5 Fine carriages	325	250
6 Full tender surrys	190	150
3 Jump seats	175	130
10 Fine buggies	125	105
10 Fine buggies	100	70
10 Fine buggies	85	65
5 Fine buggies	70	55
3 Top carts	120	70
10 Open carts	45	38

Call at once and receive a benefit. No. 205 North Main. KELLY & DUNBAR. 8-6t

Fresh eggs only 20 cts. per dozen at Jno. A. Jewett & Co., 107 East Douglas ave. 8-3

Ordinance Number —.

An ordinance anthorizing the Wichita Street Railway company to construct, operate and maintain a street railway along certain streets and avenues in the city of Wichita, Kan.

Section 1. That the Wichita Street Railway company, a corporation duly organized under the laws of the state of Kansas, be, and the same is hereby authorized and granted the right to construct, operate and maintain its railways upon the streets and avenues of and within the limits of said city, provided however, that the said company construct, operate and maintain its railways in conformity to the provisions hereafter specified, and shall at all times, be subject to all lawful restrictions and regulations which may hereafter be enacted by ordinance, the franchise and rights hereby granted to said company shall continue for the period of nineteen years from the date of the acceptance of the provisions of this ordinance by said company, which acceptance shall be within thirty days after the publication of this ordinance.

The rights hereby granted are intended to confer on said company, all of the rights, privileges and franchises, heretofore granted to be conferred upon, and now enjoyed by the following named street railway companies in said city, to-wit: The Wichita City Railway company, the West Douglas Avenue Street Railway company, Garfield Motor Line company, West End Motor Line company. Said Wichita Street railway company shall have and enjoy the same and no greater rights, privileges and franchises that said four above last named companies have and enjoy under their respective franchises heretofore granted to each of said companies, by the city council of Wichita, Kansas. Provided that said Wichita Street Railway company shall within two and a half years from the acceptance of this ordinance cause to be constructed and put in operation in said city not less than three miles of cable line or electric motor railway as provided in section three hereof. And a failure to so construct and operate said cable line or electric motor railway shall forfeit the right to construct any cable line or electric motor railway.

Sec. 2. The railway of said company shall be constructed upon and along the streets and avenues of said city with a single or double tracks, necessary turnouts, switches and turn tables, in such manner as to in no wise interfere with private or public rights.

Sec. 3. The track of said railway shall be laid and kept on the grade even with the surface of the streets and avenues as they now are, or as they may be from time time, along which said railway pass, and shall be so constructed that the flow of water in the lateral and cross gutters shall be free, and the drainage in every particular complete, and shall be constructed in such a manner as not to prevent the crossing of the streets by teams and wagons at any point with perfect safety and ease, the center lines of which shall be as near as may be coincide with the center of the streets and highways over or along which the same may pass, unless otherwise directed by the city engineer. Provided, that in the event of any difference between the city engineer and the said railway company as to the proper place of the location of such roadbed, the same shall be determined by resolution of the city council.

Provided, that if said company construct a cable line railway the same shall be constructed as near as practicable as follows: Said company may, under the direction of the city engineer, for said purpose make all needful and convenient trenches, excavations and sewer connections and place all needful and convenient cables and machinery therein on any street included in its franchise now or hereafter occupied by said company or assigns, provided, said cables and machinery shall not extend above the surface of the rails and shall not interfere with the public travel and shall be substantially constructed, provided that the aperture opening into said trenches shall not exceed seven-eights of an inch in width; provided, that all damages to persons or property caused by said company in the construction of said cable line shall be paid by said company; provided, that if said company elect to use an electric motor instead of cable, then the same shall be constructed by above date and under direction of the city engineer and railway committee of the city council; provided, the sewers which the company desires to tap are of sufficient capacity to properly carry off all the water in addition to the uses for which said sewers are intended by the city.

Sec. 4. The rails and tracks of said railway shall be kept in constant repair between the rails, and also the space of twelve inches on the outside of every rail well paved, graveled or macadamized to the depth of six inches, and shall also keep said spaces well paved, graveled or macadized to the level of the top of the rails, so that persons or vehicles crossing or traveling over or along the streets, avenues or highways along which said rails may be laid shall in no wise be hindered or obstructed by said rail. And where said company hereafter places double tracks on any of said streets then said company shall pave, gravel or macadmize the space between said double tracks in the same manner any way that the space between the rails as above set out, and shall as soon as practicable pave the spaces between the double tracks now laid in said city.

Sec. 5. Such railway and all the vehicles used thereon, and all the appurtenances thereto belonging, shall be kept and maintained in good repair by said company, and none but first-class iron rails, commonly known as the "T" rail shall be laid on said track and the rolling stock used thereon shall be first-class in all respects. The guage of said railway shall be three feet six inches from the flange to flange of rails. The cars of said company shall be regularly run for the period of not less than twelve hours during each day, and shall not be allowed to stand longer than fifteen minutes at either terminus of the road. Cars shall be run at intervals of fifteen minutes, and shall make full trips the entire length of the complete track. All cars that are run after sunset shall be provided with a proper signal light on each end thereof, and such lights shall be so placed that they can be readily seen from a distance of at least two blocks. A bell shall at all times be attached to some portion of the harness of the animal drawing the car. Provided that said company or assigns shall relay all tracks on Douglas avenue between Main street and Mosley avenue and on north Main street to 13th street with tram rails as the present tracks became worn and became necessary to be replaced with other tracks, and shall have the right to relay any other tracks with the tram rail or to construct any extention of its line with the tram rail.

Sec. 6. Each passenger of the vehicle of said company may be required to pay a fare of not over five (5) cents, or if less than ten years of age not more than three (3) cents for riding in said vehicle from any point along said railway to another point, to be designated by said passenger, on said railway, provided the passengers so required to pay fare, and paying the same shall be transported from point to point with safety and reasonable dispatch, and provided further, that children less than five years of age, when accompanied by a parent or guardian shall be allowed to ride free. And provided further, that said company shall be allowed to charge double fare between the hours of 10 o'clock p. m. and 6 a. m. Said company may collect fare at once, provided that said company shall transfer passengers from one car to another going in the same direction over the lines owned or operated by it to the end that said passenger shall be carried to the end of said lines by continuous transfer but, no passenger shall be carried on transfer on his or her round trip, the intention being that any passenger taking passage on any car desiring to be transported from point of getting on car to some other point on the line of said company operated in connection with said line beyond the terminus of the line on which said passenger took passage or some point not reached by said first line shall be carried for one fare in any direction, but shall not be carried twice over the same line without paying a second fare. It being the true intent of this franchise that any person may ride from any point in the city to any other point along said company's line for one fare for one continuous passage.

Sec. 7. And it is further ordained that if at any time the city council shall deem it necessary to the interests of the city to construct a street railway on any other street within the corporation of the city of Wichita on which there shall be at that time no street railway in operation, and the said council shall give notice to the said aforesaid company, the Wichita Street Railway Company, and if the said Wichita Street Railway Company shall fail to construct and operate a street railway on said street or streets within six (6) months from said date of said notice, then said Wichita Street Railway Company shall forfeit the right of way on such street or streets specified in said notice.

Sec. 8. All rolling stock, live stock, repair shops and the business office of said company shall be kept in Wichita.

Sec. 9. The city of Wichita reserves the right to take up track or tracks and remove the rails of said company when necessary to effect any public improvements. The taking up and relaying of such track and placing the roadbed in its former condition to be done at the expense of the city and without unnecessary or delay: Provided, That if said company shall fail, refuse or neglect to make repairs on the streets provided for by this ordinance, then the city may make such repairs at the expense of said company.

Sec. 10. That said company shall not operate said road by the use of steam, and said road shall be a passenger railway, provided, however, that said company shall not be prohibited from carrying the baggage belonging to or accompanying passengers at all times, not to exceed one hundred pounds in weight, or from carrying and delivering packages of any kind or description of less weight than one hundred and fifty pounds.

Sec. 12. No car at any case shall run or operate at a greater speed than six miles per hour, and when cars are turning corners from one street to another, the horse shall not be driven faster than a walk.

Sec. 13. Said company shall keep its roadway clean and free from dirt, so much as may be occupied by its said tracks and turnouts, and shall cause the dirt or street cleanings to be removed or placed in heaps in such manner as not to interfere with the free use of the streets by the public, and in all cases when it becomes necessary to remove snow or ice from said track it shall be distributed evenly over the surface of the balance of the street so as not to interfere with the free use and occupancy of the same by the public.

Sec. 14. Upon the expiration of the grant of the franchise under this ordinance, and in case the same be not renewed or extended, the said railway company shall cease to run its cars and shall immediately remove the tracks from the street and said streets shall be placed in thorough repair by said company in such manner and form as may be prescribed by the city engineer.

Sec. 15. Within thirty days from and after the publication of this ordinance, said company shall by its president and secretary file with the city clerk in writing its acceptance of the provisions of this ordinance, in relation to each and every part thereof, and in case of the failure of said company to file such acceptance within the time specified, or if the company shall at any time fail to comply with each and all of the conditions of this ordinance, then this ordinance shall be null and void and said company shall forfeit all rights hereby granted or intended so to be.

Provided further that said company shall pay for the publication of the ordinance.

Sec. 16. That all those portions of Emporia avenue and Lawrence avenue lying north of Douglas avenue in said city (except that part now occupied by street railway tracks) are hereby excepted from the provisions of this ordinance for a period of ten years from the date of this ordinance, unless said company shall be requested to construct a line on said streets by the city council prior to the expiration of said ten years, by resolution of said council.

Sec. 17. That all those portions of the streets and avenues herein named are excepted from the provisions of this ordinance to-wit:

1. All that part of Emporia avenue south of Douglas avenue and north of Kellogg street, and all that part of Kellogg street east of Emporia avenue are hereby excepted.

2. All that part of Market street north of Douglas avenue and south of Pine street and all that part of pine street west of Market street is hereby excepted.

3. All that part of Water street, north of Douglas avenue to Tenth street is excepted. All that part of Market street north of Tenth street is excepted.

4. All that part of Thirteenth street lying between Market street and Fourth avenue is excepted, also all that part of Fourth avenue lying north of Thirteenth street is excepted, and all that part of Fifteenth street east of Fourth avenue and west of Hillside avenue is excepted.

5. It being the true intent and meaning of this ordinance not to abrogate or repeal any vested rights heretofore granted to any other company on any of the streets of the city of Wichita, Kansas.

Sec. 18. That said company shall give ten days notice to the city council prior to the commencement of any work of construction on any new extension of any new lines projected.

Sec. 19. This ordinance shall take effect and be in force from and after its publication once in the Wichita Beacon and its due acceptance by said Wichita Street Railway company.

Approved, 1887.

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12th Prize, One dozen Bedlyran Plates in case, very fine,	25.00
13th Prize, One dozen Gold Crown Butters in case,	18.00
14th Prize, One Brown Chamber Set, twelve pieces,	12.00
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