

Daily Eagle

MARSHALL M. MURDOCK, Editor.

Twenty-six states now have boards of railway commissioners, and in eight states the commissioners have authority, under the law, to fix rates of fare and freights.

The Woolsey-Davis controversy and the Butler-Porter spat are perhaps good enough pairs for the gospel mongers to draw to, or from, but are certainly not conducive to either intellectual, moral or patriotic development in this country.

To strike an expedient to right the wrongs of employes, real or imaginary, is not exclusively an American idiom. One of the most widespread and formidable labor revolts that has yet occurred is now on, and is daily spreading, in the mining districts of Germany.

With the hanging of the three Bald Knob ring-leaders in Missouri, that terrorizing legend will probably become a page of history in the future. It was peculiar organization with singular features; though in methods it patterned after the notorious Kuklux of the south.

Much talked of Tacoma and that captivating section is not freer from elementary freaks than other localities and sections, save, perhaps, blizzard beaten Dakota. A storm at the first named place wrecked a large building a day or two ago, and in its fall four or five men lost their lives.

The Mormons are making extensive purchases of land in Mexico, and it is rumored that they contemplate another exodus, and the establishment of their spiritual and temporal power in that country. Let the movement be encouraged by all means, and throw nothing in the way of its success.

Mrs. Gertrude Franklin Atherton and Ella Wheeler Wilcox are amusing the coarse and unappreciative public, by a discussion of the respective beauty of figure each possesses. We move the question be referred to a select committee to investigate and report, but decline in advance to serve on the committee.

The colored people of the Fourth district are considering the propriety of refraining from voting at the coming congressional election, because the president and the governor of Kansas have not appointed any colored men to important offices. The Troy Chief sizes up the matter about right by saying they are no worse off than a good many white people. They do not belong to "our crowd," and are out of luck.

The binding twine trust has broken out in Georgia. Having no penitentiary wherein the convicts could be put to making twine to be furnished farmers at cost, as in Illinois, the legislature adopted the expedient of offering a prize of \$10,000 for the production of a machine that will use the straw of the grain to be cut in binding it. The inventive genius that secure the prize (and it is sure to be done) will prove a benefactor, indeed.

Although for the life of him he couldn't tell where a single drinking place is located in Topeka, yet the editor of the Democrat solemnly declares through his paper that "in Topeka the express companies would be practically without business were it not for the liquor traffic. The amount sent from Topeka every day is difficult to determine, because so many families order their wines of liquor agents who are constantly traveling throughout the state and are sent here by freight. A low estimate given by parties who ought to know, however, would average \$250 per day cash.

Senator Stewart, in his plea for the reclamation of timber lands, says he was told in Washington that it cost \$130 per acre to clear timber lands, while it would cost one-tenth of that amount, or less, to reclaim desert lands and make them fit for culture. If this statement is correct, it does not require extraordinary business instinct to determine the relative value of the two propositions, and there should be no difficulty in securing proper government appropriations for such reclamation. The 20,000,000 acres of land in Uncle Sam's possession can be made valuable farms by comparatively small expenditure. However, we think the senator's first a little extravagant.

The Star-eyed Goddess, or her champion, is still the presiding genius with the Kentucky Democracy. In their state convention last week they adopted a platform warmly indorsing the national platforms of 1884 and 1888, and specifically and cordially indorsing the stand taken by the Democratic party in the last campaign on the tariff question. A minority of the committee on resolutions reported a resolution limiting the indorsement to previous national platforms, and avoiding all reference to the tariff, but this was voted down almost unanimously. It seems they can't bring themselves to realize that the sand of free trade is gradually but surely washing from under their feet. Kentucky will yet return to the Republican fold and the principles of protection, notwithstanding the blind, bourbonic opposition.

The adoption of the electrical method of executing convicts sentenced to death in New York gives a practical demonstration of the incident, related in the long-time-ago spelling book, that took place between the farmer and the lawyer concerning a good ox. Both the Edison and Westinghouse people have insisted all along that their systems were not dangerous to human life by a person coming in contact with the wires, but when the purchase of three dynamo and necessary accessories to be used in criminal executions in New York was ordered by the state authorities a few days ago spirited rivalry at once sprang up between the agents of the two systems named, each claiming, of course, that his system would prove the most effective and expeditious. So, after all, you see it depends.

"Let us not waste our time," yelled the temperance lecturer. "Let us not waste our time in dealing with the small saloons and grog shops. Let us go to the fountain head. Let us go to the brewery, my friends." "All right," chimed an old southerner from a back seat, "I'm with you."

RAILROADS KICK. Fighting the Reduction of Rates to Wichita.

From the Topeka Capital. The railroads in Kansas don't like the order which the board of railroad commissioners made recently reducing the merchandise rates to Wichita, and they are endeavoring to have the order withdrawn and the old schedule rates in force. The conference held with the railroad commissioners on Monday was for the purpose of discussing this matter. So greatly interested are the railroad companies that they were all represented by their general managers or some other equally important official. General Manager St. John, of the Rock Island, vice-president Goldard and General Traffic Manager White, of the Santa Fe, came all the way from Chicago to attend the meeting and to make a vigorous protest against the reduction of rates to Wichita as proposed by the railroad commissioners. The matter was discussed at length and the board of railroad commissioners was decidedly of the opinion that to cut the merchandise rates would be ruinous to the railroads. They declare that it will result in the complete demoralization of the railroad rates in Kansas. If Wichita gets reduced rates they say that every other city and town in Kansas would demand it. To make a general cut in rates would simply bankrupt the railroads, they say. The discussion was not concluded, and in accordance with the request of the representatives of the railroads the board has consented to hear further argument on the matter on Tuesday, June 4, at 2 p. m.

The above being from the state mouthpiece of at least one of Kansas' railways we will briefly answer:

The order giving Wichita a schedule of terminal rates, made by the state board of railway commissioners, was made after due notice to all of the lines in interest, and after a full day's hearing from both the shippers of this city and from the representatives of the railroads. The order was based, primarily, on Wichita's tonnage. There was no haste in the action and no guess work. Upon the figures presented and verified, Wichita showed that she was just as much entitled to the rates given as is any of the jobbing points on the Missouri river. The language and facts of the decision itself are unanswerable. In 1887 the railway tonnage of Wichita was one-seventh of that of the entire state, five or ten times that of any other single interior city of Kansas. Wichita, last year, handled more fruit in a jobbing way than was handled by Kansas City, Missouri. Today Wichita is shipping into her markets more live stock, and away from her markets more cured meats and is slaughtering more hogs than all of the other cities of the state combined, Kansas City excepted. If tonnage and business are to have any weight or to cut any figure in the adjustment of freight tariffs and schedules then Wichita is entitled to all the relief that the decision of the state railway commissioners afforded. The state board of railroad commissioners was created by the legislature in the interest of the state, and not in the interest of railroad corporations, foreign or home. Wichita is the only wholesaling point or jobbing city in Kansas, and she presents the only possible chance for an interior commercial center, and if she fails as such, through the schemes of railway managements, then Kansas will never have a center other than the one on Missouri soil. The railroad commissioners in recognizing the claims of this city as presented to them on undeniable figures, but recognized the business interest of the state for which they were organized and empowered to act. If they should fail to stand by their decision they will fail in their duty to the state, and strike down the hopes and chances of all other coming cities of Kansas. In so far as Wichita is now or in that she promises to be a great and powerful commercial center and interior market, in crushing her the board in just so far crushes Kansas only to build up foreign markets at the expense of our own state. If "freight agents and managers from Chicago, from St. Louis and Kansas City" can appear before them and force them to rescind their order, or force them to modify that calm and well digested decision in any way that will cripple the packing interests and stock markets and jobbing trade and manufacturing establishments of Wichita, in which our enterprise has already secured an investment of many millions of dollars, then the people of Kansas must through legal enactments choke the very life out of the railroads or be choked themselves, as a state, to the very death. No state was ever great in the absence of a great and powerful commercial city or cities. Wichita's freight figures and her business statistics for the past two years, her growing packing interests, her manufacturing concerns, her beneficial live stock markets, convinced the railway commissioners that at least one city in Kansas was entitled to be recognized as a terminal shipping point, not only as a matter of justice to its business, but in the interest of the state's present and future welfare. The declaration of the railway managements that all other Kansas towns would demand the same rates is a specious one and but the cry of "wolf!" and the assertion that it would result in a demoralization of railroad rates, unworthy of a serious answer. It would be just as reasonable to assert that the state of Kansas could never boast a commercial city, must always be made tributary to railway rates. No other city in Kansas as yet can make the necessary showing, and when they do it will be all the better for the railroads. The rate based on "the ton, per car, per mile," for hogs, or cured meats, or fruits or merchandise in unbroken packages or of manufactured articles applies to no other town in Kansas with the same force or in the same way. If there were fifty such towns the railways should all the more readily grant them the rates given Wichita. Some half dozen towns ship a single commodity—that of salt—which no doubt ought to be recognized in the same way, or to a greater degree than has the tonnage of Wichita been recognized, but if there is any force or meaning to the term "terminal rates," then Wichita is entitled to recognition.

But we do not desire, at this time to pointedly discuss this matter. Wichita has shown no undue haste, but patiently waited until the bulk of her traffic would warrant a move, in the meantime allowing two great wholesale houses to go back to St. Joseph and Kansas City rather than ask too soon. Wichita returns more property, pays more taxes, is more powerful in wealth than any city in Kansas, and having done more in securing the different railway systems and railway mileage to Kansas than any other community, does not propose to go down in the interest of "long hauls" for the building up of Missouri and Illinois towns at the behest or demand of any number of railway managers and traffic agents, however high their salaries, or however unsatisfactory the dividends of the foreign stockholder who puts up the salaries of these officials. This appeal for a rehearing, of itself, is but a dilatory movement, defeating for the time the benefits designed by the commissioners through their order and thus working an immediate injury to this city, not only, but to all of the people and communities of southwest Kansas who are looking to Wichita as a present and future market. If the traffic and other managers of those protesting railroads don't know enough of southwest Kansas and of its immense resources and possibilities to realize that in the sustaining of a great central market within its area will result in such additional prosperity of its citizens and additional development of the country as to a thousand times better reward and sustain their lines than the narrow, impoverishing "long haul" principle, then they do not know enough to properly and wisely fill the positions which they hold.

In view of all the discriminations against the immense tonnage of this city in the past as compared to the favoritism shown towns not one-half or one-fourth as important; in view of what is now offered this city in the way of a new trunk line and in two extensions from Wichita out into the territory naturally tributary to her, and in view of the fact that the Kansas railroads represent but a fraction of the wealth of their foreign owners, while the farms and the towns and the cities of southwest Kansas represent the sum total of the wealth of a people who desire and demand a great market built up within their reach, and who favor Wichita as that place only because she has the lead and always had the prestige, and which people can not only cause to upset, in a year's time, the railway legislation of this state, but made the railway commissioners themselves elective and with judicial powers to enforce their mandates; and in face of this rehearing after the order should have been in force; and this rehearing without any opportunity for Wichita to be present to answer, this article may seem somewhat tame; but, we promise the one hundred and twenty-two communities in southwest Kansas, which the EAGLE reaches as a morning paper, and all their farming interests and dependencies that while we are conservative in all these matters, and have been forbearing and patient, that nevertheless, salaried and railway magnates, and "long hauls" and short dividends from short crops, to the contrary notwithstanding, southwest Kansas shall have a market for her farmers and livestock raisers, a city for her merchants, brokers, traders, and for her manufacturers. And the EAGLE, speaking for the interests of a city whose business has for three years past reached, according to the bank clearing house reports, from three-fourths to a million dollars a week, and which by the same standard will show a one-half increase in the near future, and speaking for a section of the state which contains nearly half of the wealth of the state, and a third of its population, would suggest that a fair and honorable recognition of these by the railroads might prove much more profitable and advantageous to their properties, than a railway revolution wherein receiverships would absorb even more margins than are at present gathered in by discriminations in making Kansas tributary to outside cities, and more money in the way of earnings than is required to pay the princely salaries of the men who spend their high-priced hours in figuring out just how much freight charges the products of Kansas and the goods of her merchants will stand.

CATTLE AND HOGS IN THE SOUTH-WEST.

In proof of the EAGLE's claim that southern and southwestern Kansas is destined to be the great cattle and hog producing section of the future we quote from the Medicine Lodge Index the following item showing the shipments from that county (Barber) for last week. The Index says: "Colonel Eldred last week sold his fat steers, the ones he fed here, to Thomas Hutton, getting, it is said, about \$51 each for the 158 head. They will average about 1375 pounds. With 120 hogs, they were shipped Saturday night. In the same train R. M. Sparks shipped from Sharon 143 hogs. Monday night Mr. Sparks shipped two loads of cattle and two of hogs. Since the first of May Mr. Sparks has shipped nearly 400 Barber county hogs. This is getting to be a feeding center, and the result is that money matters are getting easy here." Similar reports come almost every day from other counties within the section referred to. The simple statement of the facts and conditions mentioned in these reports is the strongest and most favorable commentary upon the country from which they come that could possibly be made.

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POOR FRED ORTMAN. A Little Topeka History. CHAUNTY, Kan., May 13, 1899. To the Editor of the Eagle, Wichita, Kansas.

Sir—Your eulogy on poor Fred Ortmann, that is going the rounds, taken from the Wichita Eagle: Who is the party that writes so vividly of occurrences in 1857?

At the time Fred Ortmann first came to Topeka, myself in company with Geo. Luddington, was doing business in small grocery line on south side of the old Constitutional hall, with Jake Willets, Thomas Scudder as clerk, on the north side, and poor Dr. King, with his long hair, here in office up and down the street. This was before Keith & Munger kept hotel (Thomas Bowen as clerk), and Tuttle kept the E. C. K. Garry house before Cutter married his daughter. The Killien boys had a drug store on the corner, and Gil Dudley with his brother was having a little business in the building.

Finn Hill, Moore, Farnsworth, Halliday, Thompson, French Johnson, Brenner, John Fletcher, Colonel and Doctor Ritchie, King Smith, Gordon, VanHorn, and several others, were my acquaintances. At that period and during the same time I was in the employ of the Lumber Co. on principal of the lumber down to Forest Hill, Shell Rock and other places. Until recently I have held on to some lots purchased at that time. At the time mentioned I took part in almost everything going on at Topeka. I am now living here in Chaunty; came here in 1889, have home and family. Would be pleased to know the writer of article referred to, what his name is and what part he took in the early days.

Yours very respectfully, S. W. FOSTER.

[The editor of the EAGLE wrote the article referred to. He took a pull, now and then, at Fred's big pipe and was well acquainted with every one named by our correspondent, who very nearly calls up every man who lived in Topeka at that time. As for what part the writer took in those early times, he guesses not much of any, but he managed, however, in a quiet and unobtrusive way to catch onto alphas was worth clinging to in a little prairie town situated in a new land of turmoil hundreds of miles away from any railroad. The Topeka papers didn't republish the "Poor Fred Ortmann" sketch—they didn't dare to.—Ed. EAGLE.]

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The widow of the late John N. Edwards is at work compiling the writings of the dead journalist. The book will include his leading editorials, his "Shelby's Expedition to Mexico," and some poems. Mrs. Edwards requests that any of her friends who have any of the major's writings will send a copy to her at 720 Campbell street.

A DEFENSE OF THE AMERICAN JEW.

New York Sun. I think that Mr. Peter Jones' modesty overcomes him when he says that he is illiterate and cannot write. It is to entertain an idea that Mr. Peter Jones, by a Jew, and for that reason Mr. Peter Jones is unfair for judging a whole race by one or two individuals. Why doesn't Mr. Jones draw the line at the American Jew or the English Jew? And I wouldn't hesitate to ask any fair minded person whether the Jew, after a generation of development in this new world, is not as desirable a citizen as men of other races?

A LOOK AHEAD.

What will be the condition of our people, and of all the peoples of the world one hundred years hence? Miles upon miles of steel trunks will rise where there are now only blocks in our great cities. Scores of great cities and towns will be seen throughout the entire country, where one is now behold. A thousand elegant and comfortable homes will be found in place of every one that meets the eye today. In our cities, modes of transit which we now have no conception of will be seen, and means of transporting merchandise from city to city, and of facilitating travel from shore to shore at present undreamed of, will be in operation. Ship-cannals like that across the isthmus of Tehuantepec will be multiplied, in which the motive power, as on the great ocean carriers, will be electric. Passenger lines will connect New York, Chicago, Omaha and San Francisco, trains which will transport them with incredible dispatch to the cities of South America, and the far regions of the inhospitable north by the time when Canada shall have become part of the United States will be brought to our doors. The telegraph, the telephone, the electric light, and the electric motor will all experience a development beyond what we can now conceive. The residents of distant cities will hold converse with one another. On our railroads, in our manufacturing, and on our farms, the telegraph, the telephone, the electric light, and the electric motor will all experience a development beyond what we can now conceive. The residents of distant cities will hold converse with one another. On our railroads, in our manufacturing, and on our farms, the telegraph, the telephone, the electric light, and the electric motor will all experience a development beyond what we can now conceive.

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nothing more. If they refuse to accept what they are offered, then they will have to take what they can get, which may prove to be less than is now within their reach.

The fact that the Cheecko title to the strip must soon be surrendered on some terms is beyond any doubt. It is necessary that the land shall be opened to settlement and a way will be found to reach that result. The claim of the Indians is by no means a positive and complete one. At the best it implies little, if anything, more than a right of way for special purposes, and no ownership in the legal and ordinary sense of the term. The tract has never been occupied by these claimants, nor have they ever exercised real jurisdiction over it. They have merely asserted an interest in it by special stipulations and voluntary stipulations which were intended to have the effect of a perfect and permanent grant. If they choose to fall back upon this bargain and antagonize the government in its efforts to deal amicably and liberally with them, they will soon ascertain that they are attaching too much importance to their alleged title. Congress will not be disposed to let them profit by a proceeding clearly intended as an extortion, when in fact they ought to be well content with the sum which the government is willing to give. In declining to part with the land under such a very simple and one, and they should be able to see that the wise thing for them to do is to make terms with the commission as soon as possible. The act otherwise will only be to invite trouble and loss.

EXCHANGE SHOTS. If Not, Why Not? If our business men are fools enough to allow the police commissioners to run the city it is their own fault. Why don't we act like men and follow the example of Wichita and Atchison. We pay the taxes and should have some say as to how they should be spent.

Which It Would Be. Emporia Republican.

The railroads operating in Kansas are making a big kick against the order of the board of railroad commissioners giving Wichita Missouri river freight rates. They will endeavor to get a revocation of the order. Wichita has been greatly rejoicing over her good fortune in securing the issuance of such an order, and its withdrawal would be regarded down there as an unparalleled outrage.

True, But Not Exceptional. Troy Chief.

Some men have offices piled upon them until they scale off, while other men more deserving cannot get one. Chapman, of Great Bend, was nominated for presidential elector last fall, after which he was nominated for state senator and had to give up election. Now he has been appointed to a land office and is compelled to resign the senatorship. As there is no scarcity of timber why wouldn't it be a good idea to pass 'em around?

The Need of the Day. The Montana Live Stock Journal

says that the failure of the American Meat company scheme is to be deplored. Whatever the influence that was brought to bear upon the principal directors to induce them to withdraw from the enterprise, the cattle raising interest of the ranges is to suffer thereby. An increase of the firms engaged in the packing and canning of beef and the multiplication of the markets capable of handling large quantities is the need of the day.

Kansas Calls You. Walt Mason in Lincoln Journal.

There is likely to be very serious trouble between Kansas and Nebraska arising from Oklahoma. It seems that Kansas has made a mistake that a straight flush don't go, while the Nebraskans maintain that "everything goes." Do the rascally Kansans dare to dictate to us how to play poker? Well, we should just like to know. Next thing they will be wanting to instruct us when and how to take our liquor. Gentlemen of Nebraska, stand up for your rights, and the power of the press of your state will back you.

KANSAS KOLLIARY. Topeka is to have a state fair after all, during the third week in September, the 16th to 21st inclusive.

Last year Sells and Barnum divided up the continent, Sells exhibiting in the east and Barnum in the west. This year the order will be reversed. The Sells tent will be stretched in Kansas the first of July.

The Butler County Fair association has been chartered by the state, a board of directors chosen, 40 acres of ground adjoining El Dorado secured and other steps are being taken to hold a fair there this year.

Kansas City will soon be entitled to the name of the wicked city. Not a day passes without a murder or something equally as bad.—Great Bend News. Wichita Kansas City.—K. C. News. Both of them.

Some time ago a gas well was sunk at 11-worth but the numerous fluid failed to respond to the search. Now they think they have a better thing in the water from the well, which is claimed to be a sure cure for rheumatism.

The Bristol Sisters, of Topeka, who have been in the greenhouse business many years in Kansas, and a year or two ago went to Los Angeles, California, to go into the real estate business, are back again, engaged in the old pursuits.

George Ryan, bridge builder on the Central Branch, was taken to his residence in Atchison Saturday morning, suffering with a broken rib and numerous other contusions received by a fall from a high bridge near Fort Scott.

There is a newspaper at Concordia that demands that women shall dress like men. Marsh Murdock objects to any such change in the custom of female dress on the grounds that already too many of them wear the breeches.—11-worth Sun.

Salina portion, that is the masculine side of it, run from the sublime to the ridiculous with the facility and agility that a boy slides down a stair banister. They start in with a soap bubble social and wind up with a mock political convention.

Several Topeka young ladies sent photographs to a Chicago firm in answer to an alluring advertisement. The faces were used to top out some specimens of the nude and the results used to adorn packages of cigarettes, and now the Topeka girls are kept busy explaining.

On Thursday afternoon, the 7th inst., John Darby, an old resident of Wolf river township, died sitting in his chair. Mr. Darby seldom traveled far from his own neighborhood. He was known as the tallest man in the county, his height being about six feet and a half.—Troy Chief.

WHITE HOUSE INNERS & ROSS. The largest and most complete of dry goods and carpet house in the state. Customers living out of town will receive samples on application. Mail orders a specialty. Are Always the cheapest. Their Goods are always the best in the market for the money. Goods sold on their merits and guaranteed as represented.

Perhaps you are unaware that we have an unusually good Driving Glove with gauntlets for ladies. Call and look at them. We call your attention to the Ladies' Barritz Glove, a new creation for ladies' comfort. No buttons, hooks or fastenings of any kind. Only \$1.25 a pair. We think we have found a Kid Glove that every lady will like at a popular price. Very elastic, perfect fitting and durable quality. THE FOUNTAINHEAD KID GLOVE, every pair guaranteed, Price \$1.50. This glove has never been sold west of Chicago. Innes & Ross are the sole agents of the Fountainhead Kid Glove. \$1.50 per pair. Remember we guarantee every pair. We show a full line of colors in Ladies' Undressed Mousquetaire Kid Gloves, twelve button lengths, extra quality, for \$1.75 per pair. We know they are good. Our Glove Department is very complete in all lines, especially in Ladies' Silk Gloves and Mitts, in black and colors. 50 dozen Black Mitts at 25 cents, worth 50 cents. 25 dozen Black Mitts at 50 cents, worth 75 cents.

Ladies' Underwear Department. Offer special inducements in Jersey Ribs, Balbrigan and Gauze Underwear for Ladies and Children. All sizes from infants to old age. We make a sale on Ladies' Fine Ribbed Jersey Vests at 25 cents real value 40 cents. A small lot Ladies' Low Necked Sleeveless, extra fine, at 35 cents valued at 75 cents. Great bargain.

Dress Goods Department. Is prepared to please everybody with the finest selection of Black Faille Francaise, Armures, Bengelines, Poplines, Fancy Weaves of all descriptions. Also an unprecedented variety of wool fabrics. New Line of Challies in dark and light grounds. Beautiful Brillanteens in light colors, tints and designs. Black and white check and stripes in summer weight. Washable India Silk, neat pretty patterns, purchased specially for children's wear. Summer Fancies in Dress Silk at 48 cents. Extra fine and very desirable. Nun's Veilings for summer suitings, stripes and plain. Also a beautiful line of Black Priestly's bordered goods, exquisitely soft and desirable goods for summer.

Attend Our Feather Duster Sale. 50 dozen Ladies' Mull Ties at 21 cents, worth 35 cents. 200 dozen Ladies' Fancy Bordered Handkerchiefs at 13 cents each or two for 25 cents. Every one a gem.

Every Department Has Its Bargains. It pays to examine what we have to sell.

of those attending are reported as being led to seek a better life by his powerful presentation of the old, and yet always new story of the cross.

There are thirty-two commanderies of Knights Templar in Kansas, having a total membership of 2,000. The increase of membership during the past year has been 200. The excellent financial condition of the order is illustrated by the fact that a majority of the commanderies own their own asylums.

A Dickinson county farmer named Beechbill, recently released from the insane asylum, had a quarrel Tuesday with a neighbor farmer about some cattle, and became so infuriated over the matter to lose his mental balance, drew a pistol and shot the other in the mouth. The result of the wound is not stated. Beechbill was placed in prison.

President Low has called the annual meeting of the stockholders of the Chicago, Kansas & Nebraska Railway company to be held at the office of the president of the company in the city of Topeka, on Wednesday, June 12, at 10 o'clock a. m., for the purpose of electing directors for the ensuing year, and for the transaction of such other business as may legally come before the meeting.

That hen convention