

CHICAGO & ALTON RAILWAY

"THE ONLY WAY"
TO THE
ST. LOUIS WORLD'S FAIR

CATRON & TAUBMAN,

Abstract and Agency Company

Abstracts, Real Estate and Loans

Rooms 3 and 5 Haerle Building

Chicago & Alton Excursion Rates

World's Fair, St. Louis, Mo., April 30 to December 1, 1904. \$8.75 for round trip. Dates of sale April 25 to November 20. Limit 60 days from date of sale. \$10.40 for round trip. Dates of sale April 15 to November 15, limit to December 15th. For full particulars apply to **S. A. Vermillion, Agt.** Higginsville, Mo.

"The Only Way"

Special Low Rates via Missouri Pacific Railway.

Lexington to Dallas, Texas, and return, May 16th to 19th, good until May 31st, \$17.80.

Lexington to San Francisco and Los Angeles, Cal., and return April 23rd to May 1st, good returning until June 30th, \$46.30.

Lexington to Carthage, Mo., and return, May 18th to 24th, good returning until May 30th, \$5.20.

Lexington to Galveston, Houston, San Antonio and other Texas points, \$15.00 for the round trip. Tickets good 15 days going, with plenty stopovers. Final return limit 21 days. The same rates apply to certain Louisiana points. Tickets on sale March 15.

Special one-way "colonist" tickets on sale to Indian and Oklahoma Territories. March 16th, at low rate \$8.50 and \$10.00 to Texas and Louisiana points.

Special one-way "settlers" tickets on sale to points in Minnesota, North and South Dakota and intermediates to Manitoba, Western Ontario, Saskatchewan and Asotinbois, March 8th, 15th, 22nd and 29th, and April 5th, 12th, 19th and 26th, at low rate \$10.30.

Special "colonist" tickets now on sale to California at low rate \$26.30; also to the great northwest at \$26.30, and less to certain territory. For full information please call on **A. S. LOOMIS, Ticket Agent.**

WANTED—Several persons of character and good reputation in each state (one in this county required) to represent and advertise old established wealthy business house of solid financial standing. Salary \$21.00 weekly with expenses additional, all payable in cash direct every Wednesday from head offices. Horse and carriage furnished when necessary. References. Enclose self-addressed envelope. Colonial, 332 Dearborn St., Chicago.

ONE OF LONDON'S BRIDGES.

When the Southwark Span Was Constructed There Was Something of a Turmoil.

At first sight there appears nothing romantic about the Southwark bridge, whose reconstruction is now being debated. But there is a wonderful little story behind it, after all, says St. James' Gazette. There was the inevitable fight over its construction. Street traffic and the necessities of pedestrianism might go hang so long as the traffic of the river was not interfered with; and it was to get over the opposition of the corporation and conservators that the Rennie had to make such enormous spans—the largest ever attempted in the history of engineering up to that period. This necessitated the use of blocks of granite greater in extent than had ever been quarried since the days of the ancients. It could not be done, masons declared. Sir John Rennie on his part swore that it could and should. He went to Aberdeen, and at Peterhead found a block of granite weighing 25 tons. That he would have whole, he said.

By excessive wages and unprecedented largesse of the native wine, men were got to cut and detach the mass from its moorings. But then it had to be taken four miles along the road to port. Such a thing had never been heard of. Sir John managed to fake up a carriage, and after a journey of a day and a half, part of which was spent in digging the monster out of collapsed roadways, 12 or 14 horses got it to the vessel which, after extraordinary difficulties, the engineer had succeeded in chartering. There were no cranes to lift such a weight. They had to build a scaffolding in the bed of the harbor to get the block aboard. Eventually the thing was accomplished, and although every mariner save the one who had undertaken the commission believed that the enterprise would send the vessel to the bottom, the granite was safely brought to London, and a new era in engineering inaugurated. One curious feature in the history of Southwark bridge is that it was opened at dead of night. As the clock of St. Paul's chimed midnight it was declared free to the public.

LONDON'S SOCIETY SPIES.

They Are Employed to Keep Tab on the Wealthy and Post the Tradesmen.

The out-of-work man in the smart set, who formerly lent himself for a consideration, as a "guinea pig" director, "toted" for tradesmen on commission, or sold furniture, country houses, or motor cars, has found a new profession. It is that of "society spy." According to a correspondent of London Truth (who signs himself "A Shopkeeper and a Gentleman"), the "society spy" is invaluable. If a West end man is in difficulties, or his wife has overrated his patience, the "society spy" informs the trade at once.

If a West end man who has been for years on the brink of bankruptcy wins a large sum at the card table there are intimate friends who profit by making the good fortune known. At a time when there are so many who are rich, or appear to be rich, whose names are unfamiliar the shopkeeper might make serious mistakes which it is not for the information which is so given.

The tradesman is only too happy to pay for information which enables him to avoid a severe loss. Tradesmen in former days seldom ventured to ask such questions; and their customers, as a rule, supported each other. Now, says Truth's informant, the difficulty shopkeepers have to contend against is that most of their customers, especially if they are intimate friends, have not a good word to say for each other. Modern English society is to-day an "association of enemies who profess to be friends."

Kite-Flying Animals.
Animal locomotion sometimes shows itself in forms not unlike kite-flying and parachuting. The "parachuting animals" are mammals—flying squirrels of various kinds—birds (the pigeon), reptiles, flying fishes. Among the "kite-flyers" are spiders and flies. —Natural History of Animals.

CANAL IS 2,500 YEARS OLD.

At Least the Corinthian Was Under Contemplation as Long Ago as That.

"Speaking of canals," said the engineer who had been talking about Panama, "a very interesting canal, and one not much heard of, is that connected with the gulf of Corinth and the gulf of Aegina in Greece.

"It's some older than any we have in the western hemisphere, also, for Periander, tyrant of Corinth, proposed to cut through the isthmus as long ago as 600 years before Christ. Superstition stopped him, however.

"Julius Caesar and Caligula took it up again when Rome had hold of Greece, but it was too much for them. Then came Nero, and he went at it with vigor, but the work stopped when he died.

"Others kept pounding away at it for the next several hundred years, but it was not until 1881 that real work of the Nero energy was put upon it. Then Gen. Turr, aide-de-camp to Victor Emmanuel of Italy, organized a company and worked on till the money gave out in 1890, the chief obstacle being some kind of flint which dynamite couldn't break.

"About \$10,000,000 was spent up to 1890, and then Mr. Syngros took hold, organized a new company, with \$965,000 working capital, and finished the job in 1893. It is only about four miles long, but it is 69 feet wide at the bottom, about 80 feet wide at water-line, 26 feet and three inches deep in water, and it is cut nearly all the way through solid rock, rising at some points for 269 feet above the canal.

"It is like a canyon, and ships do not take kindly to it, the entrance being bad, a strong wind blowing through it as through a great air shaft, and there is at times a strong reverse current.

"It is an interesting trip through the canal, and it saves 123 miles of very rough water and 20 hours of time; but so far skippers prefer to go through the peninsula rather than through the canal, though with some changes which will be made it is believed the canal will become of general use as soon as a few ships begin to use it and remove the prejudice now existing against it."

A NEGRO AND STEAMBOAT.

River Man's Reason for Believing Colored Man Good Roustabout—Superior to Whites.

"The suggestion came out of St. Louis the other day that white labor had replaced the negro on the wharf and that after long service the black roustabout was about to enter upon the decline of his sway," said an old river man, according to the New Orleans Times-Democrat. "All of which, I may add, I accept with a grain of salt, as the saying goes. Somehow I can never think of the successful and really valuable roustabout as anything but a black man.

"The negro seems to have been born to the calling. He is, as a rule, fond of the steamboat, and naturally takes to steamboat work. He has always hovered around the river. Of course, you will find negroes back in the hills and scattered around in the higher altitudes, but the vast majority of them you will find quartered in the lowlands of the country, and on the rivers, where he can hear the flutter of steamboat wheels. There is one other fact to be mentioned in connection with the negro's peculiar fitness for steamboating.

"Did you ever hear the steamboat mate talking to the 'rousters'—say, for instance, when the boat was a little late in pulling out and during the busy season? Hast not, eh? Well, there is something in store for you, something lurid and forceful, and something that will force you to run the gamut of the emotions. The point is that the negro is stimulated and urged on to quicker work by this kind of talk. Profanity is an essential in the mate's calling. The negro needs it. I was just wondering if the white man would ever get used to it. Maybe so, but I have my doubts about it."

Queen Mary's Harp.
The harp of Mary, Queen of Scots, has been bought by the Society of Antiquaries of Scotland for \$4,500.

WINKLER FURNITURE COMPANY

MANUFACTURERS OF AND DEALERS IN . . .

FURNITURE

Are Prepared to Do all Kinds of TURNING, PLANING, SCROLL SAWING, ETC.

We also keep constantly on hand, Stair Banisters, Newel Posts, Walnut Coffins, Metallic and Wooden Burial Cases, etc.

They respectfully ask the attention of all to the articles of their manufacture, pledging themselves to sell as cheap as such articles can be bought.

Winkler Furniture Co.

THE BEST ON EARTH

A purely Mutual Company, fifty-eight years old, with over \$322,000,000 in assets, with the largest income, issuing the most liberal contract, the largest amount of insurance in force of any company in the world. That's the New York Life. Policies non-forfeitable and incontestable from date of issue. For illustrations of policies, or application for agency, write

ED. T. OREAR,
Agency Director, Jefferson City, Mo.

MUSGROVE & DRYSDALE...

Fresh Groceries, Fresh and Salt Meats

Corner 16th St. and Franklin Avenue, Telephone 92.

MUSGROVE & DRYSDALE..

W. S. CARTER

LUMBER

NINTH STREET NEAR MAIN

Spring Goods are arriving

When out shopping come in and we will be pleased to show you some late styles in shoes

D. STALLING

J L PEAK SURGEON DENTIST:

MASONIC BUILDING, Lexington, Mo

Home made lard can be had at all times at Profit & McDermott's meat market on Franklin street. 5.5t

MKT

WHEN YOU TRAVEL
SELECT A RAILWAY AS YOU DO YOUR CLOTHES.

KATY SERVICE
(MISSOURI, KANSAS & TEXAS RAILWAY.)
Suggests Comfortable and Convenient Trains,
THE "KATY FLYER" AND KATY DINING STATIONS.
Meals, Moderate in Price, Discouraged in Quality and Service.
ONE PRICE 50c

The Battle of Lexington

Fought in and near the city of Lexington Missouri, on September 18, 19 and 20, 1861, by forces under command of Col. James A. Mulligan, U. S. A., and Major Gen. Sterling Price, M. S. G. A pamphlet of sixty-eight pages neatly printed upon fine coated enamel book paper

PRICE 25 CENTS

Containing all the official reports and records extant, together with recollections of the conflict by Col. R. T. Van Horn and Capt. Joseph A. Wilson, twelve halftone cuts and two maps—compiled and printed under the direction of the Lexington Historical Society. Address (inclosing 25c)

The Lexington Historical Society or **E. G. LOOMIS' BOOK and ART STORE**

W. B. WADDELL, President; D. W. B. TEVIS, Vice-Pres.; IRVIN TEVIS, Assistant Cashier; F. LEE WALLACE, Bookkeeper.

LEXINGTON SAVINGS BANK,
LEXINGTON, MISSOURI.
PAID UP CAPITAL, \$50,000

Does a general banking business. Liberal accommodations to customers. Solicits accounts.

DIRECTORS:
E. F. NICHOLSON, W. D. RANKIN, SANDFORSSELLERS, WALTER B. WADDELL, D. W. B. TEVIS.

STOCKHOLDERS:
Walter B. Waddeil, Irving Tevis, E. N. Cook, Sandford Sellers, D. W. B. Tevis, E. Hoffman, Mrs. S. Henick, W. G. McCausland, W. D. Rankin, Rufus Young, Bettie W. Smith, Fannie W. Barton, Alice W. Wingate, F. Lee Wallace, G. A. Reihn, Jackson Bradley, Elizabeth A. Wallace, E. F. Nicholson.

RICHARD FIELD, President; S. J. ANDREW, Cashier; GEO. M. CATRON, Vice-President.

CHARTERED JANUARY 20, 1870. Paid Up Capital \$50,000

Morrison-Wentworth Bank
LEXINGTON, MISSOURI

Does a General Banking Business. Liberal Accomodation to Regular Customers.

BOARD OF DIRECTORS:
Richard Field, S. J. Andrew, Charles Lyons, G. M. Catron, Frank Howe, William J. Morrison, Edw. Marks, Gordon White, Rufus Young.

W. G. McCAUSLAND, Pres. R. R. DEBLAND, Cashier. LEE J. SHISHI, V.-Pres.

THE TRADERS' BANK,
Lexington, - - Missouri
Paid Up Capital - \$50,000

This Bank does a general banking business and solicits the accounts of corporations, firms and individuals. Collection will receive prompt attention. Liberal accommodations to depositors.

Chas. M. Bowring
NOTARY PUBLIC, REAL ESTATE AND COLLECTING AGENT.
All Business Given Prompt Attention.
Office over R. L. Mann's store, Wellington, Missouri.

Put your add in the Intelligencer