OVER A CRAZY GIRL

Lively Battle Between Officers and an Eccentric Father.

Revolver and Shotgun Figured in a Running Fight.

THE BRAVE OFFICIALS

Crouched Behind Daughter While Shots Whistled Around.

Story of a "Spirited Engagement" Near Independance.

Independence, Kan., Jan. 27.—Sheriff Pruitt, accompanied by Under Sheriff C. M. Paxson and Officer Walters, went to the home of John Fetzer, near Sycamore, this afternoon to bring his daughter Mary, who has been adjudged insane and for whose admittance to the asylum an order has been received. A desperate fight ensued. The whole family is considered eccentric and Fetzer, it was believed by the officers, would shoot on sight. The women of the neighborhood had become badly frightened by the crazy girl. The officers reached the house by a back way and succeeded in getting in without attracting the attention of Fetzer, who was upstairs. One of the girls called to her father. He shouted down orders to the officers to leave.

Pruitt and Paxson drew their revolvers, threw open the door to the stairway and started up. It was a winding stairway and they had gone only a few steps when a double-barreled shotgun was pocked into the face of the sheriff and he was ordered to throw up his hands. He attempted to argue and in reply the old man cocked his gun and raised to shoot. Pruitt fired and the ball from a 45-caliber pistol struck Fetzer in the left wrist and knocked the gun from his hands. The officers sprang back and slammed the door shut. Then the two men seized one of the girls and ran. Fetzer stepped out upon the portico and called to them to halt. They continued running and he emptied a barrel at them. The men kicked the woman's feet from under her and they all went down in a heap, slightly protected by a knoll. Then they used the daughter as a protection while Fetzer took several shots, but he misjudged and overshot. In the meantime the second daughter had become frenzied while watching the struggle between her sister and captors and ran at them and tried to scratch them.

The officers succeeded in getting away with both of the women, who were brought to this city and placed in jail. Both will be sent to an asylum. Fetzer asserted that he was shot in the breast and was bleeding to death. A doctor will be sent to the scene if one hardy enough can be found. Fetzer became imbued with the idea several years ago that he was God's commander and, it is alleged, wanted to marry one of his daughters.

THE FORTNIGHTLY CLUB.

The Swell Ladies' Organization of Hoxie Prospering.

Hoxie, Kan., Jan. 27.—The Fortnightly club of Hoxie, organized in 1901, is one of the progressive ladies' clubs of northwest Kansas. Its officers are: President, Mrs. C. E. Montgomery; vice president, Mrs. S. C. Higgins; secretary and treasurer, Miss Hazel Smith.

The club was federated in 1902. Its colors are green and yellow. Of its members, Mrs. J. H. Chambers filled the office of president of the Sixth district women's club in 1905. She is a member of the law firm of Chambers & Chambers of Hoxie, and she puts in an average of eight hours every working day in work pertaining to law. Her husband, M. A. Chambers, who is also senior member of the firm, has often been brought forward by his ardent friends for congress, and as often has declined entering the race.

The members of the Fortnightly club are as follows: Mrs. Regina Chambers, Mrs. Minna Cumpston, Mrs. Mary Crum, Mrs. Clarabell Lupton, Mrs. Rosalia Becker, Mrs. Lina Higgins, Mrs. Alberta Keeler, Mrs. Effie Montgomery, Mrs. Mae McKinney, Mrs. Lillie Mueller, Mrs. Mary McIvor, Mrs. Mattie McCallum, Miss Bertha Peterson, Miss Hazel Smith and Mrs. Lucy Wilson.

The motto of the Fortnightly club for the year, which commenced in October last, and ends in May, this year, is: "A talent for any art is rare. It is given to nearly everyone to cultivate a taste for art, only it must be cultivated with earnestness. The more things thou learnest to enjoy, the more complete and full will be for thee the delight of living."

The study subject of the club for the year is the Bay View reading course on France and Austria, and books on art.

In place of one of the regular meetings of the club recently, a public exhibition of the Kansas Traveling Art gallery was given for three evenings. The object of the exhibit was two-fold, to create a fund for the establishment of a public library, and to give the club members and the public a chance to see the works of the great masters of painting.

Five prizes were offered, two to the Hoxie schools for selling tickets to the exhibit, and three to the country schools for the greatest representation at the exhibit, and work in map drawing and penmanship. The exhibit was a success in every particular. The hall was well filled each day, and much interest in art was awakened. One of the most pleasant surprises was the number of pupils from the country schools and the pleasure they seemed to derive from the exhibit.

MORLAND'S BOOM.

Union Pacific Town Shows Great Growth the Past Year.

Morland, Kan., Jan. 27.—One of the prosperity items of Morland is the fact that no less than half a hundred quarter sections of land tributary to the town and heretofore held under contract from Close Bros. and the Union Pacific Land company have been closed out during the year 1905 and the owners have received their deeds.

Another prosperity item is the opening of the Morland flouring mill with a capacity of 100 barrels daily.

Other big prosperity items are the completion of about ten new residences and five or six new business houses besides upwards of twenty new farm houses, not to say anything of the number of new barns.

In the residence line, the new modern residence of G. W. Stober, the member of the legislature from Graham county, at a cost of about $5,000 is in the list. Mr. Stober is one of the pioneers of Graham county and has been at all times one of the pushing and most prosperous merchants of Morland.

To show how prosperous the farmers have been who have helped build up Morland, one of them is Bert Fink, who came from Missouri seven years ago. He was "staked" for the first payment on a half section of Graham county land. Since then good crops have been his province until he has 800 acres of plow land and is a successful raiser of wheat and corn. The products from 500 acres for the year 1905 was over $10,000. He is practically out of debt with a good home, some stock and a happy family.

The people of Morland regret to lose G. C. Weyer, another one of the prosperous farmers of Graham county. He came here about four years ago with $4,000. He sold his farm of 640 acres for $13,000.

F. T. Naylor says he made no mistake in locating in Morland and opening a real estate office. He is the Union Pacific immigration agent for the states of Kansas, Missouri, Illinois, Iowa and Nebraska. A cheap railroad rate is given to home seekers twice a month, the tickets reading from any point in Kansas on the Union Pacific and connecting lines. He is doing a big land business. Many people in Graham county are free to express themselves that the garden belt of the county is tributary to Morland and say it is unsurpassed for agricultural pursuits in this section of the state.

Among the new improvements of Morland is the furniture house of Cain & Son, which is a credit to a city of much larger pretentions than this place. Then there is the drug store of Calvin & Co., the first the place has had for many years. Both of these new enterprises are the result of good crops and rapid growth of both town and country.

The Morland Mercantile company, with H. W. Cunningham and Harve Ellis, owners and managers, is one of the business places of the place. They are enterprising young business men and merit the big trade the yhave built up. The firm is dealers in most everything, including the J. I. Case threshing machines.

It is said there is about 30 per cent of last year's crop of wheat yet in the hands of the farmers. Of the crop it is estimated about 240,000 bushels of wheat have been marketed at Morland, 55,000 bushels of corn and 15,000 bushels of barley. Besides, about 125 car loads of cattle and hogs were shipped from this station. The acreage of wheat is claimed to about double that of last year. This is, according to the claim made by the Morland people, and no one in Graham county seems to want to dispute it, that the country tributary to this place has few equals, if any, in richness in agriculture and stock raising on the Salina & Oakley branch of the Union Pacific road.

Morland has one of the best lumber yards one will find anywhere. B. W. St. John, one of the oldest business men of the town, is owner. If you can't find what you want in the lumber yard here it is no use going elsewhere.

Ira Conner will erect a large addition to his hotel during the spring and summer.

The prospects are at this time that Morland will build with greater rapidity than ever and there is a movement on foot to incorporate. Cement walks are being put down and the telephone is increasing its business.

The State bank, less than two years old, shows about $50,000 deposits. Every prospect for crops, building and business points to the best year Morland has ever witnessed.

He Died From Exposure.

Parsons, Kan., Jan. 27.—The body of John Sproons has been found near the Katy railroad track, four miles south of this city. Sproons was 65 years old and for the last year had been an inmate of the Home for the Friendless in this city. Last Saturday night he wandered away from the home and nothing more was seen or heard from him until his body was found last evening. He had evidently died from exposure Sunday night, and the snow hid the body. The body was brought to this city and an inquest will be held. His only known relative is a half-brother living at Winfield.

Crazy Man on a Train.

Hutchinson, Kan., Jan. 27.—Charles Irvar, of Altoona, Pa., was taken off an Atchison, Topeka & Santa Fe train Friday. He appeared to be demented. He had tried to leave the train at different points, fearing that some one in the car was trying to injure him. He had a ticket from some point in Mexico to Pittsburg, Pa. He is being held in the county jail awaiting instructions from friends in Pennsylvania. He is about 30 years old.

Drank Carbolic Acid.

Wichita, Kan., Jan. 27.—John Klopstein, a contracting stonemason of this city, committed suicide here by drinking carbolic acid from an ordinary water glass. After telling his wife repeatedly that he would be better off dead, he left the room and a few minutes later was found dead near the corner of his home. John Klopstein, jr., oldest son of the suicide, is a drug clerk in Kansas City.

Escaped Convict Captured.

Leavenworth, Kan., Jan. 27.—W. D. Haskell, warden of the Kansas penitentiary, has received word from the chief of police at Fort Scott that James Meese, supposed to be an escaped convict, was under arrest there. Meese escaped while working outside as a trusty in August, 1903. He had nearly two years more to serve on a two-and-a-half year term for larceny. Captain Hiatt will go to Fort Sgott to identify Meese and bring him back.

STUBBS TELEGRAPHS.

Gives Newly Formed Cowley County Civic League Advice.

Winfield, Kan., Jan. 27.—The Cowley county branch of the Kansas Civic league organized here Friday afternoon in a convention. Representative men of all political parties were present. The convention indorsed the Wichita resolutions and declared its confidence in the courage, honesty and wisdom of President Roosevelt in his effort to bring about an equitable railroad law.

A telegram from W. R. Stubbs urged that the movement be made educational in the broadest sense and that it be held back from any third party organization, as that, in his opinion, would restrict its field of usefulness to a great extent. W. R. Stubbs, who was to have spoken was absent, owing to illness in his family.

A Newspaper Man Missing.

Kansas City, Kan., Jan. 27.—T. J. Walsh, of 609 Ferry street, a newspaper man, has disappeared. Walsh writes for the Illustrated World and has been out in Missouri "writing up towns." His wife received a letter from him a week ago bearing the postmark of Tarkio, Mo. In the letter he said he was going from that place to Rockford. Walsh was seen on the streets of Rockford a week ago, but no word has come from him since and his wife fears he may be in serious trouble. He is 46 years old, weighs 135 pounds, and wears a heavy mustache.

High Water Mark Membership.

Leavenworth, Kan., Jan. 27.—The largest membership of the home has reached high water mark. Total number present, 3,028; total number absent, 1,205; aggregate membership, 4,233. The largest membership in previous years was February 2 and 3, 1904, when it was 4,227. Thirty-six veterans were sleeping on cots last night.

Lively Blaze at Paola.

Paola, Kan., Jan. 27.—A large part of the stock of the Miami County Mercantile company was destroyed by fire here Friday afternoon. Much damage was also done to the building, a brick structure owned by William Schwartz. The total loss is estimated at $35,000.

Rev. J. P. McElfresh Dead.

Emporia, Kan., Jan. 27.—The Rev. J. P. McElfresh, 78 years old, died at his home here. He was a preacher of the Free Methodist church and was the leader of that denomination in this section for many years. He was born in Maryland and came to Kansas in 1856.

NO CIVIL SERVICE.

City Attorney Drenning Says It Can't Be Adopted.

No civil service commission can be appointed under the existing provisions of the city charter act. This is the opinoin which the city's legal department expressed today.

The city council had instructed F. G. Drenning, the city attorney, to look up the matter and make a report to the city council upon the possibilities of creating a civil service board which should formulate a plan of civil service to govern all future employes of the city.

"I don't care to discuss this," said the city attorney, "when pressed as to what opinion he had come to concerning the legality of the creation of a civil service board. "I intend to make a report to the city council under their instruction at the next council meeting and I really don't care to say anything prior to that about what decision I have arrived at. I can't see though, to be frank about it, what possible chance there can be for the creation of such a board under the existing statutes. The mayor under the city charter act is given the whole responsibility and power to make appointments. There is no restriction upon this power of any particular consequence.

"I think the best thing the city council could do would be to secure the right kind of legislation along this line by having an act passed empowering a city council to create such a board. There is no doubt but what civil service regulations would greatly enhance the effectiveness of the various departments of the city. They have proved of considerable benefit in other towns where they have been introduced. If the right kind of pressure is brought to bear at the next session of the legislature it is possible that some such a law as this may be passed."

WANTS AN INVESTIGATION.

Philadelphian Thinks Coal Carrying Roads Need Attention.

Philadelphia, Pa., Jan. 27.—In letters addressed to President Roosevelt and mebers of congress, Logan M. Bullitt, a prominent attorney of the city and president of the Red Rock Fuel company of Upshar county, West Virginia, has asked for a sweeping investigation of all bituminous coal-carrying roads reaching Atlantic ports, their relation to each other and especially the question of whether they are interested in coal properties as well as serving the public as carriers. Mr. Bullitt's action is directed particularly against the Baltimore & Ohio railroad.

MACHINIST'S LEG CRUSHED.

Engine Steam Chest Falls on Alfred Hennessey.

Alfred Hennessey, a machinist employed in the Santa Fe shops, had both of his feet and legs badly mashed from the knees down, while at work yesterday putting a steam chest on an engine. He was raising the steam chest with a small chain pulley. He was directly under the chest when the chain broke and the chest fell on him, pinning down his legs and crushing them badly. Hennessey was removed to the company's hospital where his wounds were dressed. It is possible that it may be necessary to amputate his legs but the surgeons hope that they will be able to save them.

Weak Kidneys

It is of but little use to try to doctor the kidneys themselves. Such treatment is wrong. For the kidneys are not usually to blame for their weaknesses or irregularities. They have no power—no self-control. They are operated and actuated by a tiny shred of a nerve which is largely responsible for their condition. If the kidney nerve is strong and healthy the kidneys are strong and healthy. If the kidney nerve goes wrong, you know it by the inevitable result—kidney trouble.

This tender nerve is only one of a great system of nerves. This system controls not only the kidneys, but the heart and the liver, and the stomach. For simplicity's sake Dr. Shoop has called this great nerve system the "Inside Nerves." They are not the nerves of feeling—not the nerves that enable you to walk, to talk, to act, to think. They are the master nerves and every vital organ is their slave. The common name for these nerves is the "sympathetic nerves"—because each set is in such close sympathy with the others, that weakness anywhere usually results in weakness everywhere.

The one remedy which aims to treat not the kidneys themselves, but the nerves which are to blame, is known by physicians and druggists everywhere as Dr. Shoop's Restorative (tablets or liquid). This remedy is not a symptom remedy—it is strictly a cause remedy. While it usually brings speedy relief, its effects are also lasting.

If you would like to read an interesting book on inside nerve disease, write Dr. Shoop. With the book he will also send the "Health Token"—an intended passport to good health. Both the book and the "Health Token" are free.

For the free book and the "Health Token" you must address Dr. Shoop, Box 62, Racine, Wis. State which book you want.

Book 1 on Dyspepsia
Book 2 on the Heart.
Book 3 on the Kidneys.
Book 4 for Women.
Book 5 for Men.
Book 6 on Rheumatism.

Dr. Shoop's Restorative tablets—give full three weeks treatment. Each form—liquid or tablet—have equal merit. Druggists everywhere.

Dr. Shoop's Restorative

YOUR BRAIN

Needs Food—
Not Stimulant.

Grape-Nuts

Food for Brains has Stood the Test.

"There's a Reason."

RAILROAD NEWS.

Stickney Comes Out Strongly for Rate Regulation.

President of Great Western Declares for Square Deal.

WHAT REBATES DO.

All Monopolies in Country Founded and Sustained by Them.

Gossip and Matters of Interest in Railroad Circles.

Chicago, Jan. 27.—President A. B. Stickney of the Chicago Great Western railroad struck President Roosevelt's square deal trail in a speech at the recent banquet of the Chicago Real Estate board. He advocated the government control of rates after an accurate investigation of what would be just and fair for both the railroads and the people.

The essence of Mr. Stickney's speech is contained in the following paragraph:

"The law of self-preservation, as well as of fairness and justice, demands that the people, through the government, should control railway rates by law. The time has come when congress should provide a commission to investigate actual facts, and by systematic arrangement and consideration discover the principles of reasonable railway rates."

Mr. Stickney's speech, in detail, follows:

"The railways have not been altogether to blame for the rebates. Attention is called to the evident fact that no railway can commit the rebate crime alone. It takes at least two, the shipper as well as the railway. Experience has proven that, until the universal railway monopoly shall be effected by consolidation into two or three, or perhaps one huge corporation, the large shippers at competitive points have irresistible power to get lower rates than small shippers.

"Experience has proven that under present conditions, without effective support from the law, railways are powerless to prevent rebates and kindred devices, and experience has proven that, as long as rebates exist, no manufacturing or mercantile business is safe. It is a notorious and undisputed fact that most of the great trade monopolies of this country are founded and sustained by the rebate in connection with the protective tariff, which has, in effect, taxed the people hundreds of millions of dollars, not to produce revenue for the government but to enrich trade monopolies.

"It is my conclusion that, because the railways have assumed the common law obligation of common carriers, and because they are public highways, it is fair and right to control their rates by law, and that, because railways are monopolies, the law of self-preservation, as well as of fairness and justice, demands that the people, through the government, should control railway rates by law. Such laws, however, to be effective, must be fair and just and intelligently directed to substantial facts, which are the basis of reasonable rates.

"The country is indebted to Theodore Roosevelt for the courageous course he has taken in regard to legislative control of rates. He has recommended that whenever the reasonableness of any rate is challenged the legislative commission, after full investigation, shall have the power to determine and put in force a rate which the commission shall deem just and reasonable. And if this principle is incorporated in the bill, it will be an assertion on the part of congress of its right to fix all railway rates.

"For this purpose the enactment of such a law will be immensely valuable, because it will be a precedent in future legislation, when the whole problem shall come intelligently before congress in the final contest which will, sooner or later, come.

"Congressional committees and the Interstate commission have produced a surfeit of expert opinions by expert witnesses, and I submit that the time has come when congress should provide a commission to investigate actual facts and by systematic arrangement and consideration discover the principles of reasonable railroad rates."

MIDLAND VALLEY NOT SOLD.

Vice President Holden Says It Is to Be a Trunk Line.

Muskogee, I. T., Jan. 27.—"The Midland Valley railroad has not been sold to the Rock Island Railway company as has been reported," said J. H. Holden, the new vice president of the former road, who was here for a short time yesterday. "So far as I know the Midland Valley is not for sale. It is the intention of the company to make it a trunk line running from the northwest to the south. We already have 200 miles of this line built which runs through one of the richest sections of the United States. With the opening of the Panama canal there will be a great volume of traffic from the north and west to the south and we expect our road to get its share of this business."

Members of the Midland Valley party who visited Muskogee were: J. H. Harris, general superintendent; J. M. McLoud, general solicitor; J. F. Elder, general traffic manager. These officials were in conference with members of the Muskogee Commercial club in regard to the establishment of the Midland Valley railroad shops here. It is believed that Muskogee will secure the shops.

MISSOURI PACIFIC WRECK.

Passenger Train Hits Freight But No One Was Badly Hurt.

Jefferson City, Mo., Jan. 27.—A Missouri Pacific express and passenger train, westbound, crashed into a freight train standing on the main track early yesterday, and the two hundred passengers aboard were badly shaken up. Many of them were bruised but none were injured severely. The freight train caught fire and ten cars were burned.

The express, running at full speed, rounded a curve and plowed through ten of the freight cars. Only one truck of a car of the passenger train left the rails and only the engine was damaged.

CHICKASHA RAISES MONEY.

Will Be Division Point on Washita Valley Electric Line.

Chickasha, I. T., Jan. 27.—At a large mass meeting held yesterday afternoon Chickasha raised a subscription for the Washita Valley Interurban Electric railway at the rate of $2,000 a minute. About $25,000 was subscribed and assurances given that $25,000 more would be received by tonight. This subscription secures for Chickasha the division point of the new road and machine shops employing 150 men. A surveying corps is now at work on the line and it is said it will be in operation from Denison, Tex., to Chickasha within eighteen months. The meeting yesterday was the largest of the kind ever held in Chickasha and was presided over by T. H. Dyer.

STICKNEY NONCOMMITTAL.

Refuses to Disclose His Hand in Dry Goods Rate Fight.

Chicago, Jan. 27.—A committee of the vice presidents of the western railroads entering Chicago and St. Louis met A. B. Stickney, president of the Great Western, yesterday and tried valiny to find out what he proposed to do with respect to rates on dry goods traffic to the Missouri river points. Beyond admitting that he was considering a rate of about 65 cents per 100 pounds, Mr. Stickney refused to be communicative. He told the officials of competing lines that for three years the Great Western had suffered losses in revenue on account of the Burlington and other roads granting rebates, in the form of commissions paid to G. L. Thomas, and that he proposed recouping those losses if he could find a way so to do. Whether securing a contract with certain Missouri river jobbers was the best way to accomplish this, he had not determined.

After the conference Mr. Stickney explained the situation as follows: "Did you ever see two fellows get a sucker in between them in a poker game, and keep on raising him back and forth until the poor chap had lost all of his money, just anteing away? Well, if you have, that illustrates the position of the Great Western for the last three years with respect to the dry goods trade. They've been raising us between them until we have anteed away all our money, but now we've got some more, and we're going to do some raising on our own account. When the federal injunctions were issued we thought all railroads had stopped paying rebates, but we were rudely awakened, and we don't see any way to recoup ourselves, except to make a contract with the jobbers, and put in a rate of about 75 per cent of the present rate, which would be the rate the jobbers have been secretly receiving for three years, or until Thomas' indictment."

"How do you know that rebates were paid in this manner?" was asked.

"Oh, it was admitted in the conference today."

"If the Great Western makes the contemplated deal with the jobbers on the Missouri river, will it not injure the other commercial interests?"

"Oh, no; not at all. If we do that, don't you think the other roads will make a similar rate for the wholesalers on less than carload lots? Of course they will, why should it hurt now more than for eight years past?"

The revenue involved in the controversy is about $600,000.

CHARGE A CONSPIRACY.

Shiel & Co. Claim Railroads Are Trying to Ruin Their Business.

Chicago, Jan. 27.—H. R. Shiel & Co., of Kankakee, Ill., a stock shipping concern, have charged before the interstate commerce commission that nine railroads have conspired to ruin their business by charging excessive freight rates. The roads named in the petition are the Illinois Central, Chicago & Alton, the Burlington, the Indiana, Illinois and Iowa, Lake Shore & Michigan Southern, New York Central and Boston & Albany, Delaware, Lackawanna & Western and the Lehigh Valley.

It was claimed to the commission by attorneys that because of the geographical position of Kankakee, the company is able to save 60 miles of hauling and many hours of time in the transportation of stock for the eastern packing houses. It was charged that the conspiracy among the railroads which the Shiel company claims to exist was directed at it alone and that the roads had singled it out for oppression in the interest of the Chicago packers.

YOUTH'S LEG AMPUTATED.

Elmer Strickland Fell Under Train He Tried to Board.

Elmer Strickland, sixteen years old, a son of the Santa Fe agent at Turner, had his left leg so badly crushed yesterday as a result of trying to jump a train, that it was found necessary to amputate it. Strickland was attending the high school at Argentine. While walking along the Santa Fe main line on his way to school yesterday train No. 38 came along. He thought he would save a little time and exertion by riding. In his attempt to board the train he slipped and fell under the cars and his left leg was crushed.

He was brought to the company's hospital at Topeka where the doctors found it necessary to amputate the leg just above the knee joint. It is thought that he will recover. Young Strickland is a nephew of H. H. Strickland, who is chief clerk in the office of the general freight auditor of the Santa Fe.

OVER A THOUSAND KILLED.

That Is Record of Railroads for Three Months.

Washington, Jan. 27.—A bulletin issued by the interstate commerce commission shows that during the months of July, August and September last, 1,003 were killed and 16,386 injured among passengers and employes of steam railways in the United States.

PASS AGREEMENT IN AIR.

Executive Officials of Western Lines Cannot Agree.

Chicago, Jan. 27.—The western pass agreement is floundering about in deep seas. After several all day conferences, the executive officials who have this subject in charge have been unable to agree as to just what passes are in violation of the law. The trouble arises largely over free transportation issued to officers of industrial railroads and to officers of roads which are owned by corporations doing a commercial business. They are also bothered about issuing passes to officials of coal companies which are owned by railroads. It is likely that the Stubbs committee will in the end inform the interstate commerce commission regarding the issuance of all passes which are in doubt and ask advice regarding them.

STEEL RAILS CHEAP HERE.

Price of Them in England Has Been Advanced.

New York, Jan. 27.—Steel experts figure that the United States is now the cheapest market in the world for steel rails. One manufacturer reports that recently a sale of rails was made in England on a basis of $29.40 a ton, as compared with $28 a ton, the price which has prevailed in this market for the last few years.

As a result of the advance in prices abroad the selling price of American rails in foreign markets is gradually being raised. The difference in the price here and in Europe has practically eliminated foreign competition for the time being.

The iron and steel business abroad is exceptionally strong in all lines, which accounts for the action of steel plate manufacturers in removing rebates on steel plates destined for Pacific coast points.

The demand for steel rails in this country shows no signs of abatement. Mail orders are coming in in larger volume for this time of the year than ever before. The railroads are laying more rails tha nthey figured on last year, and this has resulted in substantial increases in specifications from the original amounts.

Manufacturers report an unprecedented demand for rails from the Northwest. More mileage will be constructed in that part of the country this year than in any previous year in history.

The big rail mills of the country are still taking orders for rails, but their capacity for the entire year has been pretty well sold up.

If there is no setback manufacturgers believe the production of rails this year will reach 3,300,000 tons.

PREPARING FOR FLOODS.

Santa Fe Has Army of Men Ballasting Coast Lines.

Albuquerque, N. M., Jan. 27.—Close to a thousand track laborers are now at work on the coast lines of the Santa Fe in New Mexico finishing up the work of reballasting the track with cinders and gravel. The track in places is fairly alive with men and the company is making the most of the temporary mildness of the weather. Two hundred and seventy-five men were yesterday transferred from the west end to the first district. At Armijo station, fifty-two miles west of here there are 125 men at work and at Cubero, seventy miles west, there are 250 men.

The new ballast, which has been gradually replacing the old all along the line, has been more or less weakened and damaged by the floods of the early winter, and it is the intention to get the track in the very best possible shape to withstand the freshets which are expected when the phenomenal snowfall in the mountains melts in the balmy spring time. In spite of the great difficulties under which the coast lines management has labored during the last year the track from Albuquerque to Los Angeles has been made one of the finest pieces of road bed in the whole west.

ANOTHER BONUS LOPPED OFF.

Burlington Will No Longer Pay Grain Shippers' Elevator Charges.

Kansas City, Mo., Jan. 27.—Announcement has been made by the Burlington that hereafter it will refuse to pay to the shipper of grain the usual 1¼ cents per hundred pounds elevator charges for the transfer of grain from elevators to cars. Hereafter the customary charge of 1¼ cents will be paid to the elevator company or the firm leasing the elevators for the actual service performed. This ruling will be taken up by the other railroads and become the established method of elevator charges.

This step taken by the Burlington will to a certain extent force the grain trade from Kansas City to St. Louis, and is viewed with considerable alarm by Kansas City shippers. It has been the custom, it is said by members of the board of trade, for railroads to make a charge of 1¼ cents to the shipper when the grain is received at the elevator. When some other road wishes to ship the same grain from Kansas City the shipper is again paid 1¼ cents by the railroad over which the grain is shipped. This extra 1¼ cents amounts to a bonus paid by the railroad to the shipper. This has been the practice by shippers for over a year.

About a year ago the matter was investigated by the interstate commerce commission. A complaint was made by certain grain dealers of Kansas City that they were being discriminated against by certain railroads. The result of the change in payment for elevator service is said to be the result of the investigation of the interstate commerce commission. All railroads have been in the habit of paying the elevator charges to the shippers with the exception of the Milwaukee. That railroad alone paid its charges to the elevator for performing the service.

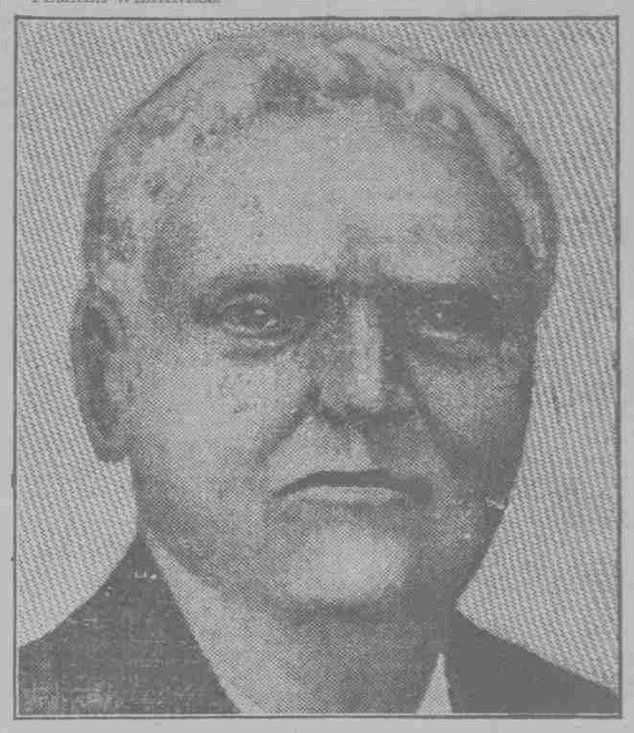
This brought about the charge by certain grain men who wanted to ship over the Milwaukee that they were being discriminated against. The complaint was laid before the interstate commerce commission. An official of the Milwaukee told the reason why his road would not make the payment to the shipper and declared that a bonus, which amounted to a rebate, was being paid the shipper by other roads.

WEAK BACK? IT'S YOUR KIDNEYS!

Ex-Judge James P. Murphy, 515 So. Joliet St., Joliet, Ill., who suffered intensely for years from kidney disease and pains in side and back, restored to health and cured at 84 by

WARNER'S SAFE CURE

A TRIAL BOTTLE OF THE WORLD'S GREATEST KIDNEY CURE SENT ABSOLUTELY FREE TO EVERY READER OF THE TOPEKA STATE JOURNAL WHO SUFFERS FROM KIDNEY, LIVER, BLADDER or BLOOD DISEASE, OR WHAT IS COMMONLY KNOWN AMONG WOMEN AS "FEMALE WEAKNESS."



HON. JAMES MURPHY.

This popular and respected jurist, in writing of his remarkable cure, recently said: "Some years ago I commenced to be troubled with a weak side and back, and I suffered intense misery from kidney disease. I consulted a doctor and was under his care for a long time, but he did me no good. I got a bottle of Warner's Safe Cure, and it worked wonders from the start. I continued to use it, and, although eighty-four years of age, in about two months I was in my normal condition, and for the return of my health I thank the Lord and your great medicine. Whenever I hear of anyone having the same trouble I advise them to take Safe Cure, which I am satisfied will cure them.

"About five years ago I advised a friend, who was very ill and lame from kidney trouble, to take Safe Cure, which he proceeded to do, and in a short time he was cured. He now writes me that he could not get along without it under any circumstances."—JAMES P. MURPHY, 515 South Joliet street, Joliet, Ill., November 9, 1903.

FIND OUT BY THIS TEST: Put some morning urine in a glass or bottle; let it stand for twenty-four hours. If then it is milky or cloudy or contains a reddish, brick-dust sediment, or if particles or germs float about in it, your kidneys are diseased. If, after you have made this test, you have any doubt in your mind as to the development of the disease in your system, send us a sample of your urine, and our doctors will analyze it and send you a report with advice free.

CURES KIDNEY DISEASE.

WARNER'S SAFE PILLS taken with WARNER'S SAFE CURE move the bowels gently and aid a speedy cure. WARNER'S SAFE CURE is now put up in two sizes and is sold by all druggists, or direct, at 50 CENTS AND $1.00 A BOTTLE. Refuse substitutes, containing harmful drugs, which injure the system.

TRIAL BOTTLE FREE. To convince every sufferer from disease of the kidneys, liver, bladder and blood that WARNER'S SAFE CURE will cure them, a trial bottle will be sent ABSOLUTELY FREE, postpaid, to anyone who will write WARNER'S SAFE CURE CO., Rochester, N. Y., and mention having seen this liberal offer in the Topeka State Journal. The genuineness of this offer is fully guaranteed. Our doctors will also send medical booklet containing descriptions of symptoms and treatment of each disease, and many convincing testimonials free to everyone.

Ask Your Own Doctor

If he tells you to take Ayer's Cherry Pectoral for your severe cough or bronchial trouble, then take it. If he has anything better, then take that, only get well as soon as possible, that's the object. Doctors have prescribed this medicine for 60 years.

We have no secrets! We publish the formulas of all our medicines. J. C. Ayer Co., Lowell, Mass.