RAILROAD NEWS.

History of New Rock Island Line to El Paso.

Eighty-pound Rails Laid on New Roadbed.

SWIFT CONSTRUCTION.

400 Miles to Be Completed in One Year.

Saves 222 Miles From Kansas City to El Paso.

When, in the first days of January last, the Chicago, Rock Island & Pacific railroad broke ground at Liberal, Kan., for its great southwestern extension, it had 402 miles of road to build to effect a junction at Carrizozo, N. M., with the El Paso & Northeastern railroad, Carrizozo being 114 miles from El Paso, thus giving a total length of line between Liberal and El Paso of 546 miles, says George R. Caldwell in the Rocky Mountain News.

For the special purpose of complying with the behest of the Texas law that every railroad within the state shall have state operating headquarters and also for general construction facilities and convenience, the road building was placed under the charters of five different railroad corporations, viz: The Chicago, Rock Island & Pacific itself, the Chicago, Rock Island & Mexico, the Chicago, Rock Island & El Paso, the Rock Island & El Paso railway and the El Paso & Northeastern. The road from Liberal to Santa Rosa, N. M., a distance of 272 miles, was placed under direct Chicago, Rock Island & Pacific construction, with J. H. Conlen, vice president of the Chicago, Rock Island & Mexico, as chief engineer and general manager, while from Santa Rosa to Carrizozo, a distance of 130 miles, the construction work was given to the El Paso & Northeastern.

The road from Liberal to Carrizozo will be equipped with 80-pound steel; oak or pitch pine ties, and modern ballasting. The construction work is superb, heavy construction trains making 35 miles an hour with smoothness and safety over fresh laid tracks.

This construction work constitutes the initial instance of 80-pound steel being laid on an actually new railroad—to which can be added the even greater construction fact that the Roberts track-laying machine is here putting down 80-pound steel at a faster rate than any has heretofore laid 66-pound rails—while, after the crossing of the Canadian river and the coming of cooler weather, Mr. Conlen expects to increase the track-laying pace from the present two and one-half miles to three miles per day.

Depots, sidetracks, switches, station houses, yardage, water tanks and Western Union telegraph lines have all kept pace with actual road building, so that the line as fast as constructed is also ready for full and final operation.

COAL FOR THE SOUTH.

In connection with the Rock Island-El Paso line is the new 30-mile railroad which is to develop the immense Dawson coal fields, owned by the Rock Island, on Beaubien and Miranda grant in the northern part of Colfax county, New Mexico. This road will leave the main Rock Island rails at or near Liberty station, 20 miles southwest of the Canadian river crossing, and will plant its rails in the New Mexican counties of San Miguel, Mora and Colfax. The route is now under survey, and the road will be fully constructed by May 15, 1902. This New Mexican coal is to feed the southeastern portion of the Rock Island-El Paso line, and is also doubtless to largely supply Southern Pacific railroad demand with, and in addition a heavy southern domestic custom. This road will also develop extensive and valuable New Mexican stock, mining and agricultural interests and, as it will cross the Santa Fe at Maxwell City or Dorsey, will afford a general new north and south railroad connection.

A NEW RAILROAD PACE.

The completion of the El Paso road will give the Rock Island a route 222 miles shorter between Kansas City and El Paso than that of the Santa Fe between the same points, together with a saving of 15 hours of time, the latter fact being largely due to the favorable alignment and maximum 1 per cent. grade of the new Rock Island road. Again, the El Paso route will shorten Rock Island distance 40 miles between Kansas City and Los Angeles over the Santa Fe, while the building this fall and winter of the new Rock Island Missouri cut-off between Trenton and Belknap will give that road an advantage of 18 miles out of Chicago to Los Angeles, all of which shortening of distance and time foreshadows a Rock Island seizure of the great California fruit custom and southwestern cattle, wool and mutton shipments, together with the corresponding passenger traffic. In other words, the building of the Rock Island-El Paso road constitutes a veritable western railroad revolution, as the other great lines must perforce at least meet these new speed schedules.

The entire line from Liberal, Kas., to El Paso will be in full operation by January 1, 1902.

A PRAIRIE PRINCESS.

Dalhart is the point of crossing of the Rock Island-El Paso road and the Fort Worth & Denver rails, and is located on the dividing line of Dallam and Hartley counties, the name of the town being coined from the first syllable of each of the names of these respective counties.

With a present population of 400, Dalhart is soon to count her people by the thousands, and will in the near future amply justify the proud name already being written by her progressive citizens of "The Princess of the Panhandle Prairies."

The town now has twenty business houses and a dozen or more structures of various kinds in progress of erection, including a $4,000 hotel and a commodious Fort Worth & Denver City railroad passenger and freight depot.

Dalhart is the official headquarters and private home of Vice President and General Manager Conlen of the Chicago, Rock Island & Mexico railroad, the Rock Island buildings here including a round-house, repair shops, passenger and freight depots, general offices, an abundant railroad water supply system, big stock yards and extended and well equipped yardage, it being in this latter direction the great storage and shipping point for the construction material of the new road.

As the principal operating, divisional and mechanical point for 400 miles of Rock Island rails, Dalhart will have a monthly pay-roll reaching up into the tens of thousands of dollars.

The construction cost of the Rock Island-El Paso line will approximate $7,000,000, an average of about $15,000 per mile.

Great 546 Mile Extension of the Rock Island Route.

48,000,000 FRANC DEFICIT.

One Undesirable Feature of Government Ownership of Railroads.

The Matin, a French newspaper quoted by the Paris correspondent of the London Times and the New York Times, says the French railways are about to ask the state to provide rather more than 48,000,000 francs, the amount by which the railways' net profits fall short of the fixed charges. The correspondent says the amount of the railway deficit will probably exceed 60,000,000 francs by the end of the year. He adds that the general budget deficit is likely to be 100,000,000 francs.

"SR. BEN JOHNSON."

Notice of His Appointment Sent Out From City of Mexico.

"Por haber renunciado su cargo el Sr. P. W. Johnstone, para ocuparse en etros negocios, queda el Sr. Ben Johnson nombrado desde esta fecha Superintendente de Maquinaria."

The above is quoted from an official circular received at the State Journal office from H. R. Nickerson and A. A. Robinson, of the Mexican Central railway. It is of interest to Topeka people, as will be seen by the following translation:

"Mr. F. W. Johnstone having resigned to engage in other business, Mr. Ben Johnson is appointed superintendent of machinery, effective this date."

THE AUTOMATIC FIREMAN.

New Stoking Device For Locomotives Is a Success.

An automatic locomotive stoker bids fair to make the fireman's position a sinecure. Despite the fact that the contrivance is said to be proving a success, there is no talk of doing without the services of firemen, who will be expected to take more part in the running of the engines provided the fuel is taken care of.

An engine ran into Columbus recently on time with her flues leaking after a hard run and with her steam blowing off. During the entire trip the fireman had toyed with the "furniture" of the cab in order to keep busy. It is stated that, although the engine had a hard load to pull, steam pressure was maintained at the maximum every mile of the distance.

The automatic stoker is operated by a small engine supplied with steam from the locomotive, so that the engine may be said to feed itself. The coal is distributed regularly over the entire grate area, and with the perfect evenness so much sought after. The use of the stoker obviates the necessity of opening the fire door, and consequently there is no cold air streaming onto the fire from that source.

ALL KINDS OF PRODUCTS.

Santa Fe Delighted With Its Newly Purchased Arizona Railroad.

[From the Chicago Record-Herald.]

Officials of the Santa Fe who have investigated the possibilities of the Santa Fe, Prescott & Phoenix road declare that it is the most valuable purchase decided upon by the company in many years. The road extends from Ash Fork, Ariz., to Phoenix, a distance of 248 miles, and the statement is made that its traffic is better balanced than that of almost any other road in the west. It is so peculiarly situated that the lumber, coke, coal and supplies needed for the mining districts of southwest Arizona must come over it, while the agricultural products of the Salt river valley are needed and must be had in the regions whence come the lumber and supplies. Accordingly, the percentage of empties which have to be hauled is exceedingly small.

The road runs through the heart of one of the richest mining districts in the world. Near it are located the wonderful Verdi mines of Senator Clark, the Congress mines, the Vulture and the Wickenburg district, rich in vein and placer. In addition, it taps a valley of immense area capable of profitable irrigation. The Salt river valley now has an inadequate system of irrigating canals, and it is said that the government soon will establish an irrigation reservoir, which will result in the reclamation of millions of acres of fertile lands.

TWO-CENT RAILROAD FARE.

New Michigan Law Wil Be Obeyed by All Roads.

Officers of the railroads operating out of Chicago into Michigan are preparing to reduce their passenger rates to 2 cents per mile to comply with the law in that state fixing that as a maximum, which will go into effect the first day of next year.

For several days rate clerks representing these roads have been in conference in Chicago making preliminary arrangements for establishing the new schedules. Tariffs have not yet been actually printed or even agreed upon in the hope that some delay may be had in putting in the lower fares.

A general reduction of passenger rates from 3 to 2 cents per mile will mean immense financial losses to the roads operating in that state. There appears no disposition, however, further to fight the new statute and it is probable that the lower rates will be announced soon.

The Michigan Central is the only road that would be exempt from the new law if its officers saw fit to take advantage of their rights. This company is operating under a special charter which exempts it from statutory reductions in rates. Stockholders of the Michigan Central will hold a special meeting in Detroit soon to consider the advisability of giving up the old charter and reorganizing the company under the general railroad laws of the state.

LOW DENIES IT.

Says No Road Will Be Built From Belleville Now.

A Concordia man has received the following letter concerning the rumor that the Rock Island would build south from Belleville:

"I do not think there is any substantial basis for the newspaper report that this company is about to extend its line south from Belleville. Such a line may be built some time, and I think ought to be; but I do not think the matter will be taken up at the present time.

"M. A. LOW."

SANTA FE ELECTRICIAN.

W. J. Miner Gets an Appointment at Newton.

W. J. Miner has been appointed electrician for the Santa Fe at Newton, and in the future will devote his entire time and attention to this work. He will have charge of the lighting apparatus on the trains and will be compelled to make all of them and see that everything is in working order. Heretofore he has looked after the work a portion of the time, and when he was not employed in making some repairs he was kept busy in the yards fixing bad-order cars. In the future the work will be looked after carefully, which will give him all he can do.

Stomachs That Won't Work,

That Retain the Food and Refuse to Digest It, Make the Head Heavy and the Nerves Weak, Need Stuart's Dyspepsia Tablets.

There is a cure for dyspepsia. Sufferers who have tried noxious nostrums will probably be skeptical, but skepticism vanishes when Stuart's Dyspepsia Tablets

are tried. Whether the trouble is dyspepsia of long standing, or merely a simple case of indigestion, relief is prompt and pronounced. The less the trouble the fewer tablets need be taken.

Heaviness after eating, sour stomach, as indicated by belching, fatigue with slight exertion or with no exertion at all, disturbed sleep, nervousness, constipation, depression, "blues," these things can commonly be set down as symptoms of dyspepsia. And dyspepsia is merely indigestion in an aggravated form.

By promoting perfect digestion, Stuart's Dyspepsia Tablets produces strong nerves, restful, refreshing sleep, pure blood and good sound healthy flesh. They make the skin clear, the eyes bright, the mind cheerful.

Stuart's Dyspepsia Tablets are a medicine and more than a medicine. They digest the food and make it easy of assimilation, and they relieve the inflamed, diseased condition of the membraneous lining and the glands of the stomach and bowels. They help the digestive organs over the hard places, and put them into a healthy, active condition. They effect a quick and permanent cure. You don't have to continue taking them forever, still it is well to have a box handy and take one at the first return of the trouble.

Perfectly well people are made sick by eating too much, or unwholesome food, but not if they take a tablet after eating. Treatment with Stuart's Dyspepsia Tablets does not necessitate dieting or any change of habits. They digest the proper food and act upon the other kind in such a way as to make it pass off quickly and harmlessly. You may eat and drink what you like, and as much as you like if you you like, when you like, and as much as you like if you take a tablet afterwards.

Stuart's Dyspepsia Tablets are sold by all druggists at 50c for full size package.

Send to F. A. Stuart Co., Marshall, Mich., for little book on stomach diseases, mailed free.

CANCER

Sufferers from this horrible malady nearly always inherit it—not necessarily from the parents, but may be from some remote ancestor, for Cancer often runs through several generations. This deadly poison may lay dormant in the blood for years, or until you reach middle life, then the first little sore or ulcer makes its appearance—or a swollen gland in the breast, or some other part of the body, gives the first warning.

To cure Cancer thoroughly and permanently all the poisonous virus must be eliminated from the blood—every vestage of it driven out. This S. S. S. does, and is the only medicine that can reach deep-seated, obstinate blood troubles like this. When all the poison has been forced out of the system the Cancer heals, and the disease never returns.

Cancer begins often in a small way, as the following letter from Mrs. Shirer shows:

A small pimple came on my jaw about an inch below the ear on the left side of my face. It gave me no pain or inconvenience, and I should have forgotten about it had it not begun to inflame and itch; it would bleed a little, then scab over, but would not heal. This continued for some time, when my jaw began to swell, becoming very painful. The Cancer began to eat and spread, until it was as large as a half dollar, when I heard of S. S. S. and determined to give it a fair trial, and it was remarkable what a wonderful effect it had from the very beginning: the sore began to heal and after taking a few bottles disappeared entirely. This was two years ago; there are still no signs of the Cancer, and my general health continues good.—MRS. R. SHIRER, La Plata, Mo.

SSS is the greatest of all blood purifiers, and the only one guaranteed purely vegetable. Send for our free book on Cancer, containing valuable and interesting information about this disease, and write our physicians about your case. We make no charge for medical advice.

THE SWIFT SPECIFIC CO., ATLANTA, GA.

ROCK ISLAND PROSPERITY.

Increase of $227,501 in Gross Earnings of September.

Another gratifying monthly report has been given out by the Rock Island officials. A good increase is shown over the corresponding month of 1900. A notable feature of the September statement is that most of the increase in gross earnings comes from the passenger traffic.

Following is a detailed statement of earnings, expenses, etc., for the month of September, and for the six months ended on September 30, 1901:

September:	1901.	1900.	Inc.
Passenger	$520,091	$632,612	$187,479
Freight	1,763,886	1,725,911	37,975
Miscellaneous	101,797	99,748	2,049
Gross earnings	2,685,774	2,458,272	227,501
Other income	17,562	2,242	15,320
Total income	2,703,337	2,460,515	242,821
Op. expenses and taxes	1,597,087	1,473,096	123,991
Net income	1,106,249	987,418	118,830
Charges	319,000	316,997	2,002
Surplus	787,249	670,421	116,827
Six months to September 30:			
Passenger	4,128,487	3,336,121	792,066
Freight	9,620,156	8,633,061	1,057,095
Miscellaneous	633,637	601,993	31,643
Gross earnings	14,451,981	12,571,176	1,880,805
Other income	363,145	346,520	16,624
Total income	14,815,127	12,917,697	1,897,430
Op. expenses and taxes	9,581,466	8,515,005	1,066,461
Net income	5,233,669	4,402,692	830,968
Charges	1,914,000	1,901,982	12,017
Surplus	3,319,669	2,500,709	818,951

MADE A MAIL TRAIN.

California Limited to Carry Mail Between Chicago and Kansas City.

The California limited of the Santa Fe, which commenced its daily runs Sunday morning, is to be made a United States mail train. A postal car and corps of clerks will be put on the train next Saturday morning.

This service, however, will extend only between Kansas City and Chicago. Kansas City merchants believe that this change will be of considerable commercial advantage to the town, by giving quicker mail connections with eastern and northern points.

ABOUT RAILROAD PEOPLE.

C. L. Walter is a new machinist.

E. M. Ervin, a machinist helper, quit Saturday.

T. E. Retter of the blacksmith shop has been laying off.

Engineer Chris McGinnis has been laying off a trip or two.

H. E. Creamer, a helper in the blacksmith shop, has been laying off.

Switchman Ben Williams has reported for duty after a lay off of 30 days.

John Stuart and David Wizer of the coach truck gang have been off duty.

Engineers Islip of Leavenworth and Randlett of Osage City were in Topeka Sunday.

Fireman Edward Ash was off duty Saturday and William Packard went out in his place.

O. W. Swope of Lynnside, W. Va., is the guest of Claude Shumate of the roundhouse force.

J. W. Snyder of Dubuque, Ia., is visiting R. S. Stockwell, a packer in the storehouse, for a few days.

Brakeman D. L. Rader of Argentine has taken a lay off of 90 days and will go to San Francisco to spend the winter.

T. A. Clements of the blacksmith shop has been obliged to be absent from work for a short time on account of sickness.

E. F. Fuller, tender of the Second street switch cabin, was off duty Saturday. O. Kearns handled the levers in his absence.

Work on the last six of the new refrigerator cars has been begun, the first half of the order of twelve having been completed.

Frank Tuckerman, assistant chief clerk in the office of Superintendent of Transportation Kouns, spent Sunday in Kansas City.

Switchman John Norton has been laying off because of the illness of his wife. George Whitney has been supplying in his place.

John Stafford of the coach paint shop has taken enough time away from the shops to reshingle his residence out at East Hill.

George Domme, a laborer in Mullen's gang which strips engines, has reported after a brief lay off on account of an injured hand.

William Bush, a roundhouse machinist, came in this morning after a lay off of two days. He put in part of the time out in the country.

F. C. Onion, who formerly worked in the blacksmith shop as a helper, will go to work soon in the drafting room at the machine shop.

George Higham of the north end switch engine has been off for a day or two. John Casey has been acting as foreman during his absence.

The wife of R. J. Putnam of the machine shop is ill. Only a few weeks ago she recovered from a siege of sickness which lasted for a good while.

William Boetcher, a tinner who has been detained at his home for several weeks by an attack of fever, is better. He lives at 706 West Sixth street.

Robert C. Clift has been holding down the right side of the north end switch engine for a day or two while John Muir, the regular man, has been laying off.

J. C. Kennedy, general yardmaster, is enjoying a visit from his brother Felix, who is foreman of the Burlington and Missouri River boiler shop at McCook, Neb.

James West, a coach painter, has gone to Chicago to be the guest for a short time of his son-in-law, Edward Rice, who is head draftsman for the company at that place.

David Nicoll of the oil room at the storehouse was in St. Joseph over Sunday visiting a son who holds a clerkship in the terminal offices of the Santa Fe at that place.

Engineer Clay Hayman, who has been running on trains 5 and 8 in place of Engineer Harry Jones who is sick, has been relieved by John Gilpin of the Cottonwood division.

Fireman John Helvie, who has been running on the through trains west of Topeka with L. Wellman, has signed up for the evening passenger between here and St. Joseph.

Jesse Smeiser, who works on coach trucks, has absented himself for a day or two in order to move into a new residence which he has just completed out on Twiss avenue.

Sunday the new heating plant at the roundhouse was fired up and from now until spring no doubt will be kept going most of the time. Peter Butler is in charge of the boilers.

Edwin Stone, who formerly tended the switches at the Second street shanty at nights, but who for a few weeks traded with John Starr for a job in the yards, has returned to his former place.

David T. Nicoll, a clerk in the office of General Manager Mudge, has disposed of his Topeka property and has gone to Chicago to attend medical college. He is a son of David Nicoll of the oil house at the shops.

Engineer Hadley Rossetter of the Cottonwood division was up from Emporia Saturday. He will probably take one of the limited runs out of here, both the east and west end places for engineer on that train being vacant.

Engineer Byron Smith, who has been resting up in Osage county for the past ten days, has returned to Topeka and went out on his engine Saturday. His son Edward, who is a fireman here, also came back with him.

John Wall, the unfortunate machine man in the mill who a few days ago lost the ends of three fingers by catching his hand in a jointer, is recovering from the injury. It will be some time before he can go to work again.

George Klussman, formerly a machinist in Topeka shops but for a year or more engineer in a large flouring mill at Manhattan, has returned and began work for the Santa Fe again today. He made the change on account of ill health.

John McClearie, a draftsman at Raton, N. M., who came up several weeks ago to help out with the plans for the new oil burning engine, has returned to that place. McClearie was formerly chief of that department here, but had to leave because of poor health.

There is a vacancy for engineer on mixed trains 487 and 488, running between Florence and Ellinwood. There is also a run open for a fireman on trains 417 and 418, west from Newton. Both positions will be given to the oldest men applying between now and November 9.

Hjalmar East, a brother of Fred East of the blacksmith shop, is in New York taking a post-graduate course of medical lectures before bidding good-bye to civilization to go to India as a missionary. He was here for several days during the summer and addressed one of the Tuesday shop meetings.

James Anderson, a laborer in Martin Reardon's gang working in the sheds, lost two pairs of shoes as the result of a Halloween joke which someone played on him. While he was asleep the party slipped in, took them from under the bed and the next morning Anderson showed up for work in an old pair of boots.

In the San Francisco "Call" of recent date is a long editorial pointing out the commercial value of Point Richmond to the city of San Francisco. Point Richmond is the extreme western terminus of the Santa Fe and about all it is it owes to the railroad company. From accounts it is a place of rapidly increasing population.

John Mullen, a brother of James Mullen, assistant foreman of the blacksmith shop, left today for his home in San Francisco after a visit in Topeka and Brookfield, Mo., of about a month. He was formerly in the blacksmith department of the Santa Fe here, and is now employed at that trade in the Golden Gate city.

About half of the job of putting on the roof of the sheds has been finished. There probably isn't a place of improvement around the shops that will cause more satisfaction than this, for the old covering has been in such shape a good while that during storms it has leaked badly and has made much discomfort for the men in that department.

Joseph Fentiman returned to his place in the blacksmith shop this morning after having been away about three weeks. Fentiman went to Colorado partly on pleasure as well as to look after some mining interests which he has 30 miles from Denver. He is sanguine in his belief that something good is to come from the investment which he has made out there.

Peter Schoenfeldt, who quit the blacksmith shop a few days ago and has since gone to work on the section, is just recovering from a scalp injury which he received a few days ago. As he was helping pull out a tie another laborer accidentally drew back with a pick, striking Schoenfeldt in the head and cutting a gash that required six stitches for closing. He is able to be on duty.

Letters received lately from Nate Cafferty, who went out to San Bernardino a few weeks ago to work at the machinist's trade after finishing his apprenticeship in the Topeka shops, indicate that he is well pleased with the situation there. He has for a roommate Thomas Mulvihill, a former Topeka shop man, and of course meets every day lots of the fellows who used to be employed by the company at this place.

Fire Chief Snyder is determined to train his men to such a point of efficiency that they will be able to do exactly the right thing at the proper time when called out to protect Santa Fe property. Saturday afternoon he took the fellows out for another practice, and it is expected that this exercise will be followed regularly once a week. So far a thorough drill in making couplings has been given, but hereafter the practice will be conducted according to the needs of the members.

The wife of David Cornelius, foreman of a gang in the car sheds, and her three children came near being seriously hurt in an accident which happened late Saturday evening at the corner of Fifth and Madison streets. While going to the shops for her husband a wagon driven by a negro collided with the carriage she was driving and herself and three little ones were thrown to the pavement. Luckily no one was badly hurt, but the front wheel of the buggy was torn off.

Since the first of the month the company has quit issuing ice to the shop men. It is doubtful if during any season yet has there been such a consumption of this luxury as has been the case since the warm season began. This is due to the length of the summer and especially to the extreme heat and the drouth which existed. Those conditions made it necessary for the men to drink unusually large quantities of water, which of course were kept cool by a plentiful supply of ice.

George Gerberick, foreman of the air brake gang on the east side of the tracks, has been in Valley Falls for a day or two attending an old fashioned woodchopping in which the neighbors of one community gather and put in the day cutting wood for the winter use of some particular farmer. This event is equal in importance to that of the husking bees and log rollings which in the rural districts used to be about as big a thing as the pink teas and the needle clubs are among the women nowadays.

Gifford Baird, a south shop machinist, has received a letter from Captain William S. Graves of company A, Twentieth regulars, regarding the disposal of the body of his brother Basil I. Baird. The latter was drowned off the coast of one of the Philippines last June. His relatives, after being notified of his death, immediately made request for the removal of the corpse to the United States, and it is in reply to this that his captain writes. It is not understood, however, just when this will be accomplished, although the relatives are hopeful that the government will act soon. A number of pieces of property which the young man had are in Manila awaiting an order from his folks before they are sent home.

S. E. Busser, superintendent of Santa Fe libraries, passed through Topeka Saturday on his way from the east to Point Richmond, Cal., where he will establish at once a new reading room of 5,000 volumes. At that place the Santa Fe has in the neighborhood of 300 employes and it will be of great benefit to them to have access to such a number of books. Superintendent Busser appears to be pleased with the situation as regards his work and says that new reading rooms are being established all the time. It is proposed that about the next point will be Amarillo, Tex., a prominent division town on the road and a place where such an institution would do lots of good. In a late number of the Brooklyn "Eagle" is an extended write-up of the Santa Fe libraries by Elliot Flower.

WROUGHT-IRON FINISH

METAL GOODS

—IN—

Candlesticks, Match Holders, Ink Stands, Ash Trays, etc., for 10c and 25c.

These are artistic goods, and each one is worth more than the price asked—All we ask is that you see them.

This week we are giving a Discount of 25% on White China Fancy Pieces for Decorating.

This does not include White China Dinner Sets.

FARNSWORTH & ASHBY,

503 Kansas Avenue.

UNION PACIFIC — THE OVERLAND ROUTE — WORLD'S PICTORIAL LINE

Wonderful Northwest

Towards which the eyes of the world are turned; where great opportunities are open to everyone, is best and quickest reached by the

UNION PACIFIC.

No better trains in the world than those run via this line.

For full information call on or address—

F. A. LEWIS, City Ticket Agent, 525 Kansas Avenue.

J. C. FULTON, Depot Agent.

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Can We Serve You?

WYCKOFF, SEAMANS & BENEDICT,
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5-INCH PERFECTO AT ONE CENT PER INCH.

HEAD CLERK

CURRY CIGAR CO., Makers.

PIANOS Tuned Promptly

by Russell-Harding Music Co., 807 Kansas Ave.

TOO MUCH WEIGHT.

Wall in the New Lowman Hill School Building Weakened.

On account of a weak arch in the middle wall of the Lowman Hill school building now being built, the wall settled several inches and had to be patched up.

In the middle wall of the building is a large, low arch which opens from the front hall into the rear vestibule. The arch was made too low and too long, and as a result could not bear the heavy weight upon it. The arch gave way several inches, and the upper walls settled. An extra arch was built under the one that was weakened, and it is thought that the walls will be solid and safe.

When You Get a Headache.

don't waste a minute, but go to your druggist and get a box of Krause's Headache Capsules. They will prevent pain, even though your skull were cracked. They are harmless, too. Read the guarantee. Price 25c. Sold by George W. Stanafield, 632 Kansas ave.; Marshall Bros., 115 Kansas ave.

NO Danger

of contracting Sickness if you use

Pure Water

That's the kind furnished by the

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