MODEL The Low Price Store MODEL

TOMORROW

In Our Millinery Department.

Straw Sailors, marked down from 25c to 19c

Knox Sailors, marked down from $1.50 to 85c

Ladies' Fancy Walking Hats, marked down from $1.35 to 75c

Ladies' and Misses' Rough Straw Hats, marked down from $1.25 to 50c
from $1.15 to 35c

Children's Mexicans, marked down from $1.00 to 50c

Shattered Prices

go hand in hand with

Broken Lots.

Buy one of those suits the Model is selling so cheap Saturday—

Men's $15.00 Summer Suits $11.45

Men's $12.50 Summer Suits $9.45

Men's $10.00 Summer Suits $6.95

Men's $5.00 Summer Suits $3.95

Men's 50c Shirts.....39c

Men's 75c Shirts.....59c

Men's $1.00 Shirts.....79c

Men's $1.50 Shirts....$1.15

Neckwear.

50c kind for.....39c

25c kind for.....19c

WE SELL

Hansen's Work Gloves.
The Great Western Gloves.
"Breadwinner" Union Made Overalls and Jackets.

The New Model Supply Store.

Kemper & Paxton. Sixth and Quincy.

QUEER STATE OF THINGS.

Governor of Mississippi Makes Some Remarkable Discoveries.

Jackson, Mich., Aug. 23.—Governor Longino has issued a statement of the condition of the state treasury, showing that on August 15 he found therein, by actual counting, $677,847 when the books called for $840,468—a shortage of $162,621. Treasurer Stowers was, however, allowed credit for bills, drafts, etc., amounting to $55,000, leaving the shortage $107,621. The governor then states:

"I indulged the hope that the amount of said shortage would be replaced if opportunity and time were given before the result of said count was made public and that the state might thus recover the money without further trouble, explanation or loss. I therefore in the interest of the state enjoined the secrecy of those present in the whole proceedings, and agreed with Mr. Stowers that I would make another count of the money on Tuesday, August 20. On the date fixed I made the said count. It was then found that the cash and drafts on hand balanced with the books, which called for $905,914."

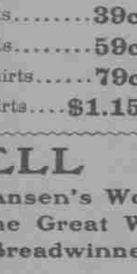
The governor closes the statement by saying:

"The condition of the funds was made known as required of me by section 137 of the constitution, and in my opinion the books of the treasury show a correct statement of the amounts which should have been in the treasury on the said 15th and 20th days of August, 1901, respectively, and before doing or saying anything further in the premises I deem it just to Mr. Stowers, the treasurer, that he be given full opportunity to make such explanation as he may see fit."

The publication of this report created great excitement.

Mr. Stowers declined to make a statement.

Poison Oak Poison Ivy



are among the best known of the many dangerous wild plants and shrubs. To touch or handle them quickly produces swelling and inflammation with intense itching and burning of the skin. The eruption soon disappears, the sufferer hopes forever; but almost as soon as the little blisters and pustules appeared the poison had reached the blood, and will break out at regular intervals and each time in a more aggravated form. This poison will loiter in the system for years, and every atom of it must be forced out of the blood before you can expect a perfect, permanent cure.

SSS Nature's Antidote FOR Nature's Poisons,

is the only cure for Poison Oak, Poison Ivy, and all noxious plants. It is composed exclusively of roots and herbs. Now is the time to get the poison out of your system, as delay makes your condition worse. Don't experiment longer with salves, washes and soaps—they never cure.

Mr. S. M. Marshall, bookkeeper of the Atlanta (Ga.) Gas Light Co., was poisoned with Poison Oak. He took Sulphur, Arsenic and various other drugs, and applied externally numerous lotions and salves with no benefit. At times the swelling and inflammation was so severe he was almost blind. For eight years the poison would break out every season. His condition was much improved after taking one bottle of S. S. S., and a few bottles cleared his blood of the poison, and all evidences of the disease disappeared.

People are often poisoned without knowing when or how. Explain your case fully to our physicians, and they will cheerfully give such information and advice as you require, without charge, and we will send at the same time an interesting book on Blood and Skin Diseases.

THE SWIFT SPECIFIC CO., ATLANTA, GA.

REPORT ON GROUP 6.

Population Statistics Given Out by Census Bureau.

Washington, Aug. 23.—The census bureau has issued a bulletin giving the population by sex, nativity and color for group 6, consisting of the states of Missouri, Montana, Nebraska, Nevada and New Hampshire. According to this statement the males predominate in all of the states of the group except New Hampshire. In the latter state there are 206,208 females, against 205,553 males, the percentage being 50.1 females. In Missouri 51.4 per cent. of the population is composed of males; in Nebraska, 52.9 per cent.; Nevada, 60.5 per cent., and in Montana, 61.6 per cent.

The percentage of foreign born population in each of the states mentioned is as follows: Missouri, 27.6; Nebraska, 16.6; Nevada, 23.8; New Hampshire, 21.4.

As to color, over 99 per cent. of the population both in Nebraska and New Hampshire are white, while in Missouri 98.8 per cent., in Montana 93 per cent., and in Nevada 83.6 per cent. are white. In the last named state there is a considerable population of colored, comprised mainly of Indians and Chinese. In Montana the colored are comprised largely of Indians, Chinese and Japanese, while in Missouri the colored element is practically all of negro descent.

In Missouri there are 161,234 negroes, 449 Chinese and Japanese, and 130 Indians; in Nebraska 6,269 negroes, 189 Chinese, 3 Japanese, and 3,322 Indians; in Nevada 134 negroes, 1,352 Chinese, 228 Japanese and 5,216 Indians; in New Hampshire 662 negroes, 112 Chinese, 1 Japanese and 22 Indians.

Government Has Enough Teachers

Washington, Aug. 23.—Col. Edwards, chief of the division of insular affairs, expressed his satisfaction today upon learning of the arrival at Manila yesterday of the 500 teachers who sailed on the transport Thomas, as it practically marks the completion of the work of selecting American teachers for service in the Philippines. The great flood of inquiries and applications continues but all are informed that no more appointments will be made.

News Department Abolished.

Columbus, O., Aug. 23.—The Press Post printers refused to "set" news furnished by a local news bureau, and the paper appeared filled with miscellany, the news department of the paper having been abolished. The action of the printers is approved by the local Typographical union.

RAILROAD NEWS.

Story of the Overthrow of Chas. M. Hays.

Collis P. Huntington's Newphew the Cause.

END OF AN OLD GRUDGE

Samuel Morse Felton Likely to Succeed Hays.

Felton Is a Smooth Political Railroad Magnate.

The San Francisco Call says: When Chas. M. Hays assumed office as president of the Southern Pacific road on the first day of the present year one of his first acts was to announce that the "road was out of politics." Not only in interviews with the press but at the public banquet board the new president declared his policy. There was joy in the heart of the farmer and chagrin in the breast of the country politician. The one was to receive the benefit of good railroad service, while the other realized that his "perquisites" were to be cut off.

There was a "nigger in the woodpile," however. When the James Speyer

SAMUEL MORSE FELTON,
Who May Become President of the Southern Pacific.

syndicate, controlling the bulk of the Southern Pacific stock, selected Hays as president of the road, the eastern combine overlooked the well-earned merits of H. E. Huntington, nephew of the deceased president of the line.

Nephew Huntington, recognized as a great railroad manager and sincere friend to California, had expected for many years that the toga of his distinguished uncle would fall upon his shoulders and when he was given the "overlook" he "sulked like Achilles in his tent."

The selection of Hays for the president's chair and the "turning down" of Nephew Huntington led to many predictions in railroad circles. On all sides statements were made that Nephew Huntington would "get even" and secure the downfall of Hays.

On February 2 of this year the positive news was announced that the interests in the Southern Pacific road of the Huntingtons, Crockers, Searles and Stanfords estates had been sold to the great Vanderbilt-Harriman combine, that meant a direct line from New York to San Francisco via the Union Pacific. The Harriman syndicate engineered the deal by which the Vanderbilts secured control of the Union Pacific road, and H. E. Huntington possessed large holdings in that line.

Gossip says that Nephew Huntington, affiliated with the Harriman syndicate in the Union Pacific road, proceeded to "wield the hammer" to the detriment of President Hays of the Southern Pacific.

The Harriman syndicate made Samuel Morse Felton the president of the Chicago & Alton road, and it is only natural to suppose, taking into consideration the relations of Nephew Huntington and the Harriman syndicate, that young Huntington used every endeavor to get Hays ousted and have the Harriman syndicate select "one of its own."

Felton is looked upon in the railroad world as one of the greatest diplomats of the times. Not only has he, like other leaders, grown up in railroad work, but he has made a name for himself as a politician and "puller of political wires." He has the record of having done in the state of Illinois what the late Collis P. Huntington did in California.

The many removals of "old timers" is credited to the influence with Hays of General Manager Kruttschnitt, whose relations with young Huntington have not always been of the most cordial nature.

It is a foregone conclusion that when President Hays vacates his position in favor of Samuel Morse Felton he will be accompanied by General Manager Kruttschnitt and that Nephew Huntington will dangle Kruttschnitt's scalp at his belt and boast that he has ousted his former antagonist.

Hays meant well enough, but he was not the master of his own wishes. He was subordinate to those of the syndicate that gave him a job worth $65,000 a year. Though Hays has been president of the Southern Pacific system for six months or more, he has not spent a month in the state of California. The bulk of his time has been spent in traveling on special trains going east to appear "on the carpet" before the syndicate that selected him, and that did not approve heartily of his methods.

Hays had so little to say in the affairs of the Southern Pacific that when he backed Kruttschnitt up in the matter of closing the ferry boat bars the political pull was so strong Hays was obliged to cancel the order.

Samuel Morse Felton, who will be the next president of the Southern Pacific railroad, was born on February 3, 1853, in Philadelphia, Pa.

He entered the railway service in August, 1868, from which time to 1870 he was rodman to the Chester Creek railroad.

HAYS MAY GO TO GRAND TRUNK.

New York, Aug. 23.—It is reported in railway circles avers the Times, that Charles M. Hays has been asked to return to the Grand Trunk railway as vice president and general manager.

FINISH IN 1905.

Orient Expects to Have Its Whole Line in Operation by That Date.

Kansas City, Aug. 23.—Chief Engineer M. P. Paret, of the Kansas City, Mexico & Orient, expects the line of that road from Kansas City to Sweetwater, Texas, 650 miles, will be in operation by the close of next year, that the road will be connected up and in operation to a point beyond Chihuahua, Mexico, by the close of 1903, and that trains will begin running through from Kansas City to Port Stilwell by midsummer, 1905.

The total length of the line will be about 1,600 miles, as shown by the preliminary surveys which have just been completed. This is 60 miles less than the estimated length before the surveys were made, the saving having been made in Mexico, where it is of greatest advantage owing to the heavy work in both construction and operation.

The first division of the Orient to be put in operation will probably be that part of the line extending from Wichita to the Cimarron river, 130 miles, which it is expected will be ready by next February or March, dependent upon the time when the company can get the steel already ordered.

The next division to be operated will likely be that from Sweetwater, Texas, to the Red River, 170 miles. This will be ready for rails by next March and, unless bridge work prevents, should be in operation by next June.

The third division to be operated will probably be that between Kansas City and Wichita, 190 miles, which it is expected to have completed the latter part of next year, and about the same time, the line between the Cimarron and Red rivers, 160 miles, will be ready thus forming a connected road from this city to Sweetwater.

WHAT IS IT FOR?

Santa Fe Does Not Use Its New 10,000 Ton Coal Dump.

Emporia, Aug. 23.—A couple of months ago the Santa Fe took great pains and went to considerable expense to build a 10,000 ton capacity coal storage dump. Since it was finished there have not been 1,000 tons of coal dumped through it, altogether, and at present there is scarcely more than 100 tons there. It may be that the sole purpose was to provide a place where coal could be stored when it was plentiful and cheap to be ready in time of emergency or high prices. That is not the sort of time that has been prevailing for the last six weeks or two months, and probably the dump will be filled up if the company can ever get more coal on hand than is demanded at once for the use of the engines. It seems strange to people on the outside, that there should be a scarcity of coal in middle of the hot weather, but such is the case. As soon as the dump can be filled and the new chutes built there will be a revolution in the method of handling coal at this place. In the first place an entirely different sort of coal will be used, the fine coal will be replaced by large chunks. This is because the fine coal would slack, where it must be exposed under the dump. All the coal that comes in for railroad use in the dump bottom cars and will go directly to the dump where it will be stored. Then it will be loaded onto cars, run to the chutes as needed, and emptied by the double track cable system, which requires only two men to do the work of five.

KATY REACHES JOPLIN.

Grading of the New Extension From Mineral to Begin.

Joplin, Aug. 23.—The Missouri, Kansas and Texas surveying corps ran lines to the Missouri Pacific tracks in Joplin, thus completing the survey from Mineral. The "Katy" survey comes into Joplin almost parallel with the Memphis track, and when the zinc works are reached the "Katy" track will come in over the old Missouri Pacific right of way.

This is the lower end of the Pacific yards, and will be the entrance of the "Katy" road into Joplin.

It is said that a grading force will be here by the end of the week, and that construction will begin at this end of the line next Monday.

The "Katy" officials are now hurrying things, and it is their intention to build as quickly as possible.

GOULD PLAYS TRUMPS.

Trying to Force Pennsylvania Road to Cease Fighting the Wabash.

Philadelphia, Aug. 23.—The North American says:

Control of the Norfolk & Western road has passed out of the hands of the Pennsylvania road and is firmly in the grasp of the Gould interests. The Gould interest, it is asserted, now hold an actual majority of the capital stock of the Norfolk & Western. It is believed that the Pennsylvania interest is about $10,000,000 out of the $23,000,000 preferred stock and $13,500,000 out of the $66,000,000 common stock.

Prefers American Coal.

Rio de Janeiro, Aug. 23.—The royal mail steamship Nile has bought a supply of American coal here in preference to the Cardiff coal sold by the company's own agents. This is the first instance of the kind in the history of the company.

Goes to the Missouri Pacific.

Salina, Kan., Aug. 23.—H. M. Alexander, former Union Pacific operator here and later agent for the same company at McPherson, has been made train dispatcher for the Missouri Pacific at Concordia.

ABOUT RAILROAD PEOPLE.

Blacksmith Zack. Reeser is sick.

David Gordon, a helper in the blacksmith shop, is sick.

Frank Smith, a helper in the blacksmith shop, has been laying off.

William Langley of the blacksmith shop was laying off Thursday afternoon.

Will B. Irwin and F. R. Parker have gone to work in the boiler shop.

Frank Little, a tinner, has been out for a few days attending to business matters.

D. B. Elm, who works in the locomotive paint shop, has been laying off for a few days.

R. M. Wimsatt, a freight car painter, has gone to Solomon City for a visit of a week.

George Hutton, a coach carpenter, has returned to his place after a short absence.

The wheels have been put under the 986, the new Player engine now being built by Mitchell's gang.

The two tank gangs which have been working at night for some time have gone on days again.

Robert Wear, a machinist helper who has been in the new Indian country for three weeks, is at work again.

Charles Dodge of the blacksmith shop was obliged to go home Thursday on account of the illness of his wife.

Daniel Carden, who has charge of a gang of carpenters in the sheds, is suffering from an attack of malarial fever.

John Suppes, a helper in the mill, will take his family to Rush Center, Rush county, tonight for a stay of two weeks.

Robert Sanderson, who works as car repairer in the Sixth street yards, has reported for duty after a week's sickness.

William Heustis, a boilermaker helper, is laying off for six days. It is thought he will spend most of his time fishing.

Ab. Blair, a former Santa Fe machinist at Ottawa, went to work Thursday. He is now located at 300 East Third street.

Charles Dodge, helper on No. 1 fire in the blacksmith shop, was called home Thursday morning by the sickness of his wife.

Clyde Swarts of the brass foundry, who spent two days in Denver and Colorado Springs, has returned and is at work again.

Engineer Beeler and Fireman McNeely took out two engines for a trial trip Thursday—Pecos Valley No. 12 and Santa Fe No. 2585.

A large number of boilermakers laid off Thursday afternoon to attend the funeral of the wife of George Crawford of the department.

C. E. Peterson, a painter in the field yard, has returned to Topeka from Herton, where he has been working for the Rock Island.

Joseph Covert, a machinist accompanied by his wife, will leave in a few days for Indiana, where they will spend two or three weeks.

H. H. Morley general southwestern passenger agent for the Michigan Central with headquarters at Kansas City, was in Topeka Thursday.

Fred Jerram has been transferred from the gang in the machine shop, working under Foreman Barnes, to the brass corner, under William L. Jury.

Jacob Gehring, who works on the east side of the tracks, had the first finger of his right hand badly mashed Thursday morning. He continued on duty.

V. M. Parkinson, who runs the engine in the boiler shop, has been obliged to lay off again on account of what is thought to be an attack of rheumatism.

Jesse Smeiser, a truck man, has been spending a few pleasant hours looking over the plans for a new residence which is to be built at his expense in Oakland.

George Suppes, the laborer in the sheds who was struck under the left eye by a roller while helping load some truck frames the first part of the week, is on duty again.

Otto Larson of the blacksmith shop, who has been out since Saturday morning on account of sickness and death of the little daughter of Blacksmith John Wetterlund, is in again.

The north end of the new blacksmith shop has been finished all except the doors and windows, and the scaffolding for putting the corrugated iron on the south end has been built.

George Simmers, night yardmaster, has returned from a rest of five weeks in Colorado. L. G. Hammond, who has been doing the work in his absence, has returned to the day trick.

Ray Near of the boiler shop dropped a sheet of steel on one of his fingers while working the other day. The resulting injury was painful, but did not necessitate his absence from the shops.

William Miller, who has charge of the pattern shop storehouse, has gone for a 30 days' trip through the east. He will visit Chicago, Evansville, Ind., and Louisville, Ky., before returning.

Harry Snyder, a machinist apprentice, has been given a transfer to Albuquerque and expects to leave next week for that place. He has been a member of W. A. Mitchell's gang in the east erecting shop.

Passenger business on the Santa Fe was heavy Thursday. There were two sections of trains 5 and 6, and the travel both to and from Colorado points was greater than has been experienced for some days.

The wife and children of James Skaggs, who works in the tool room of the blacksmith shop, have returned from a short visit in Kansas City. One of the children, a daughter, took sick during the stay in the city, but is now able to be out.

John Matthews, who hauls shavings from the planing mill around to the boiler room, was caught between two push cars and his right leg was severely pinched. Although complaining of the injury considerably, he was not obliged to lay off.

Fireman Frank Wahl, who was injured in the fast mail wreck of a few weeks ago, is able to move around on crutches and has gone to his home on Second and Quincy streets several times. He will not be able to go on his engine for some time yet.

Sam Mellinger, who runs a drill press in the boiler shop, went to the hospital with his right foot badly bruised Thursday. A heavy arch bar fell on it inflicting a painful bruise but breaking no bones, and it is thought he will be out again soon.

John Norton, a painter in the coach shop, is enjoying a visit from his brother-in-law, E. E. Smith, a freight rate inspector at Salina. Mr. Smith is accompanied by his family, and after remaining here a week will go to Phillipsburg for a visit with his father.

Byron Graham who, until a few days ago worked in the coach shop, is seriously sick at his home near Lowman Hill. A complication of diseases has developed and it is thought that his recovery is impossible. He worked in the shops for a good many years.

Fireman Dan Shannon has taken the fast mail run from Topeka to Kansas City. H. P. Player is on 106 and 107, the St. Joseph passenger; Sam Ash is on the Topeka-Marceline passenger runs with Engineer William Rain, and Cliff Beeler is on 109 and 110.

Engineer Frank Randlett, who runs from Osage City to Quenemo and who is a son of Reuben Randlett of the water service, has gone to Green Mountain Falls, Col. He will join his wife and children who have been there for some time, and next week will return to Osage City.

Mrs. Gus Jasperson has returned to her home in Osage City after attending the funeral of her granddaughter, Anna Wetterlund, who died of lockjaw last week. Mrs. Jasperson, a widow, is an uncle of Mrs. Wetterlund, who was also here for the funeral, went to his home in Carbondale Thursday.

Some of the shopmen suggest that Sergeant Hank Carpenter of the city police force could put in a little time profitably studying the map of Topeka. The other night he spent half an hour pacing up and down a block of one street in North Topeka which he had mistaken for another, and the error did not become apparent until he was told of his mistake.

MERCHANT FIGHTS ROBBER

Laporte, Ind., Man Puts Burglar Under a Doctor's Care.

Laporte, Ind., Aug. 23.—Wash W. Collun, proprietor of Collum's general store at Mill Creek, Laporte county, had a pistol battle with a burglar at 3 o'clock this morning. Neither was hit on account of darkness, and a hand-to-hand struggle ensued, the men clubbing each other with their revolvers. Collum finally overpowered the burglar. The man is now in jail under a doctor's care, but refuses to disclose his identity. Collun six years ago caught two robbers in his store. He blew the head off one with a gun and permanently crippled the other.

Jones Will Testify Yet.

New York, Aug. 23.—Assistant District Attorney Garvan, who has had Charles Jones in charge since the latter's attempt at suicide while in jail awaiting trial for the alleged murder of his employer, William M. Rice, the aged millionaire from Texas, says Jones is still under police surveillance and regularly visited by a physician but that the prisoner is improving in health. He is taken out about once a week for a drive through Central park and the assistant district attorney is of the opinion that when the case is called for trial Jones will be himself again.

Jumped From 3rd Story Window.

New York, Aug. 23.—John C. Topping, manager of the hardware firm of Topping Brothers, of this city, committed suicide today by jumping from the third story of his home in Brooklyn. Insomnia due to nervous prostration was given as the cause. He was widely known in hardware circles.

Nerves Like a Flat-Iron.

A woman who suffered for three years from nervous prostration says two bottles of Lichty's Celery Nerve Compound effected a complete cure. She hardly knows today whether she has nerves or not, as she never feels them. It is certainly a wonderful remedy. George W. Stanafield, 632 Kansas avenue; Marshall Bros., 115 Kansas ave.

She—When one is really thirsty there is nothing so good as pure cold water.

He—I guess I have never been really thirsty.—Brooklyn Life.

WARREN M. CROSBY & Co.

DRY GOODS

613-615 KANS. AVE.

Standard Patterns. September Designers.

Fancy Goods Dept.

You can buy Jewelry during this sale for One-quarter its original price.

Brooches—worth 25c, 35c and 50c for.....10c

Hat Pins—worth 25c and 35c, for.....10c

Hat Pins—worth 50c, for.....25c

Ladies' and Gents' Fobs—values from $1.00 to $3.00—for.....50c

Sash Pins and Buckles—25c ones for.....10c

Waist Studs—3 in set, worth 25c to 50c, set for....5c

Back Combs—trimmed and plain, 50c ones, for..25c

Collar Buttons—our 10c quality for.....5c

New Buckles. New Belts and Beltings.

New Lockets. New Satin Fans.

New Bag Tops.

Ribbons.

200 pieces of Striped Fancies, 3 and 3½ inches wide, best colorings.....11c yd.

100 pieces Plain Taffetas, all silk, No. 16 to No. 40—broken lines, odd shades—to clean up.....10c yd.

Just opened new line of Satin Taffetas—all widths, all prices. Also medium and wide widths of Liberty Satin Ribbons.

WHERE THEY ARE.

Washburn Professors in All Parts of Country.

The members of the faculty of Washburn college are spending the summer months recuperating in various parts of the United States. A compilation which appeared in the last Washburn Review shows that:

Mr. McNeil is in Canada.
Mr. W. W. Todd is in Europe.
Miss McKean is at home in Iowa.
Mr. Hyde is east with his mother.
Miss Leavitt is near Saratoga, N. Y.
Mr. Clark at present is in New Jersey.
Miss Spencer is now at her home in Iowa.
Miss Riddle will teach in Atchison high school.
Mr. Grimsley is employed on a geological survey.
Mr. Cartwright spent most of the summer at home.
Mr. Herrick will leave soon for Chicago with his family.
Mr. McVicar attends strictly to his increasing law business.
Mr. Ellis has been touring Kansas in the interests of the college.
Mr. Conant will be instructor of English among the Filipinos.
Mrs. Embleton spent a few weeks with relatives near Williamsburg.
Miss Thomas and Miss Guion intended to spend some time at Buffalo.
Miss Clarke comes up from Junction City once a week to her violin pupils.
Miss Dougherty visited in Cottonwood Falls and Eureka, and is now in Kansas City.
Dr. Fisk and family are spending the summer at their cottage at Napoleon, Michigan.
Mr. McEachron, after issuing the Bulletin, left for Colorado, in company with his wife.
Mr. Harshbarger spent the most of his time at Holbrook. There is no one there to entertain him but his little paint brush.
Mr. Glass has been in Monmouth, Ill., and from there made excursions into Iowa to round up students for Monmouth college.
Miss Ingalls will soon be ready to take up her work again after her year's absence spent in study at the New England conservatory at Boston.
Mr. and Mrs. Morgan made a month's visit in the east. On their trip west the last of July they stopped over in Topeka to bid good-by to friends and ship their chattels stored here. Later they spent two days sight-seeing in the Rockies with Mr. and Mrs. McEachron. Mr. Morgan has just begun his work at the University of California.

TAKES A NEW TACK.

Mayor Hughes Will Try to Find Out About Taxes.

Mayor Hughes has decided to get together all the statistics he can about the amount of taxes which he claims the county owes the city on property purchased at delinquent tax sale, and then make a report to the council, and try to get the council to order the city attorney to sue the county for taxes due.

In that way Mayor Hughes indicates that he has profited by his encounter with the attorney general. He is going to take Mr. Godard's advice, and ask the courts to arbitrate between himself and the county, instead of calling upon the attorney general to perform this function.

Ed Smith, asaistant city engineer, is being used by the mayor now as official statistics collector. Mr. Smith has stopped drawing maps and figuring on estimates, and is digging up old records at the court house and tabulating the results for Mayor Hughes' delectation. Mr. Smith expects to ascertain for the mayor just what amount of money the city has "coming" from the county on back taxes. It is thought that it will reach about $8,000.

CROSS IN OPEN BOAT.

Three St. Joseph Oarsmen Start Across Lake Michigan.

St. Joseph, Mich., Aug. 23.—Duff Mason, Joseph Mason and Burton Morris (relief man), the three St. Joseph oarsmen who aspire to the honor of being the first oarsmen in the history of Lake Michigan to row in a small open boat across the lake from St. Joseph to Chicago, began their voyage at 8:32 o'clock last night. As the boat containing the venturesome navigators passed down the St. Joseph harbor and entered the lake the boys were cheered and godspeed was extended to them by scores of friends who had gathered at the dock to witness the first few hundred yards of their sixty-two mile voyage to Chicago.

The oarsmen have blankets and food stored away in the stern of their boat, and if overtaken by an unexpected squall or otherwise delayed they will be in a position to remain in the craft for several days without enduring any hardships.

CALIFORNIA

THE BEST PERSONALLY CONDUCTED TOURIST EXCURSIONS

Run via the

GREAT ROCK ISLAND ROUTE

Leave Topeka—
via Scenic Route through Colorado and Utah
WEDNESDAYS AND FRIDAYS.
Via Southern Route through Oklahoma and Texas
EVERY WEDNESDAY.

For information and "Tourist Dictionary" address E. W. Thompson, A. G. P. A., Topeka, Kas.

Wabash For Buffalo

If you are going to the Buffalo Exposition you must know that the Wabash Railroad is

The Only Line Running Through Trains from Kansas City to Buffalo and Sleeping Cars to New York,

and making the fastest time. And don't forget about New York and Boston, that the Wabash saves you a day.

The Wabash trains pass about two-thirds of the way around the Exposition grounds, giving through passengers who do not wish to stop at Buffalo a grand view of the Electric Display and grounds.

Woodmen Attention!

North Topeka Camp on next Thursday night will have a smoker and short orations to entertain its members. The Cigars for this occasion will be furnished FREE by the Curry Cigar Co.—The Head Clerk—C. W. Hawes Brand.

Come Every One.

I can positively cure Asthma, Piles, Stomach and Kidney Trouble, and Rheumatism. Also Tobacco, Morphine and Cocaine habits.

Any diseases peculiar to men or women I will guarantee to cure.

Two weeks' trial will convince you.

DR. ANDREW WA
Chinese Doctor.

118 East Eighth Street, Topeka, Kansas.
Office Hours—8 to 11:30 a. m. and 2 to 10 p. m.
CONSULTATION FREE.

Sued For $50,000

Chicago, Aug. 23.—James A. Fleming, reputed to be a wealthy mine owner of Phoenix, Ariz., has been sued for $50,000 damages by Miss Jessie M. Graham, who alleges that Fleming promised to marry her in 1899, but has failed to do so. Miss Graham formerly lived at Butte, Mont.

York Journeys On.

Cape Town, Aug. 23.—The royal yacht Ophir, with the Duke and Duchess of Cornwall and York on board, sailed yesterday for the island of Ascension.