

RAILROAD NEWS.

Western Locomotives Converted Into Oil Burners.

Santa Fe Boiler Makers Sent to Make the Changes.

THIS WILL BE CHEAPER

Coal and Wood Are Expensive in Mountain Regions.

Oil Relieves the Firemen of All Heavy Work.

The departure of seven boiler-makers for Albuquerque, N. M., yesterday is an event of some importance to railroad men. These men will do work on the engines heretofore burning coal and will put them in shape for consuming petroleum instead.

The Santa Fe, provided the oil-burners already in use, proved to be a success. They seem to have found much favor, and it is predicted that some day oil will entirely supersede coal as a fuel for locomotives.

The Santa Fe men who went west yesterday are prepared to stay three months or a little longer if necessary. They are to report at Albuquerque, but their work is not yet finished there.

The matter of changing fuels is undertaken with the same thought in mind as all such changes, a large economy. In the west, particularly, coal and wood are very costly fuels and obtained many times only after being shipped long distances and handled several times by the railroad companies.

It is estimated that the average daily travel through the Kansas City Union depot for the year 1900 was about 31,000. The receipts for the year at the ticket office were over \$3,000,000, and the number of pieces of baggage handled was 1,600,000.

C. W. Kouss of the car service department of the Santa Fe was in Kansas City yesterday. He is in charge of the new freight train on the Rock Island, which is carrying the mails post Monday.

Section Foreman Lambkin, heretofore stationed at Folsom, has been transferred to a similar position in Albuquerque.

The family of Trainmaster C. H. Bristol will arrive shortly, occupying their former residence in this city.

Dr. Raymond Euse, the new assistant surgeon and physician at the local Santa Fe-Pacific railway hospital, in Albuquerque, has arrived there from Los Angeles, and has assumed his new duties.

O. M. Zeigler, who has held down a position in the telegraph office at Raton for several years, has been promoted to agent at Belton.

The Santa Fe company has generously contributed the freight on a carload of furniture and books for the new city library at Albuquerque.

Callie Warren Coleman has returned from a two weeks visit in Wichita. The switch engine 219 is in the house for work in the yard.

Foreman James Hardie has gone to Pittsburg, Pa. He received a telegram from his brother, telling him of the death of his husband, Alvin Glass is foreman during his absence.

Engineer Joseph Mack has traded back with R. C. Clay. Mr. Clay takes the 5 and 6 west and Mr. Mack is extra passenger engineer and pulls the passenger.

Chief Clerk J. D. Giffin was each presented with a fine fountain pen as a memento of the death of Chief Clerk D. Coleman.

James House of the repair yards is quit with R. C. Clay.

H. Wolfinger received a message that his father, living in Ohio, was critically ill, and he departed for the old home on Tuesday.

Another lathe is being added to the equipment of machinery in the back shop. It is one that was formerly in use by the Santa Fe.

Silvers Layman is here from Segov, visiting his old friends. Syl was a former employee of the Santa Fe blacksmith shop, having learned his trade here, but he is now one of the prosperous farmers of Reno county.

Thomas Peters, who has been laying off more than a week, owing to the presence of a huge carbuncle on his neck, has resumed charge of the battlefield engine.

SANTA FE LOCALS. Switchman Sam McFarren is laying off. Engineers Drew and Hand are laying off.

Engine 78 of Emporia has been sent to Topeka shops for general overhauling.

Southern Pacific Earns \$7000,000. San Francisco, Jan. 10.—The annual report of the Southern Pacific for the year ended June 30 last, has just been issued. The surplus for the year reached the large sum of \$7,000,000.

MUNYON'S MONEY CURE

When Prof. Munyon says his KIDNEY CURE is a specific for nearly every form of kidney disease he does not overstate the case in the least. It has won for itself a place among the almost infallible remedies. It will not cure Bright's Disease in the advanced stages. It will not do the impossible, but will secure every phase of kidney complaint, even the most obstinate, Bright's Disease, in a few days.

January 8, will have to enact a new railroad law, both parties being pledged to this measure. It is believed that the old railroad commissioner law will be re-enacted, with a few amendments, giving the board more power.

Shipment of railroad material are still being made to New Zealand. Twenty-five cars of coaches for New Zealand were delivered to the Santa Fe by the Frisco at Burton lately. Railroad building must be enjoying a boom in New Zealand, owing to the large amount of equipment that is being shipped to that country at present.

At Wellington workmen are putting in a new pump for the Rock Island pump house. It is larger and is being put in a pit. The old pump is so slow that it is sometimes hard to keep enough water in the boiler to run the engine. The new pump will draw nearly twice as much.

According to the records of the Katy ticket office in Parsons the ticket sales for the year 1900 reached \$48,735.57, an increase of \$7,232.50. The pieces of baggage handled in and out of Parsons station during the year just closed amounted to 47,774, showing an increase of 4,000 over that of 1899. The business at this station is the heaviest along the line and the Katy road and is usually on the increase.

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Phoenix, Ariz., Jan. 10.—Three tramps were arrested last night for killing Union Sheriff Sam Devore. Devore went to arrest the tramps for stealing a barrel of liquor and was shot and killed by them.

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Eagle Pass, Tex., Jan. 10.—An explosion of gas in coal mine No. 5 at Honda, Coahuila, Mexico, last night, caused the death of four men and the injury of many others, among the latter being three miners named Sullivan, named beyond recognition.

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London, Jan. 10.—William Waldorf Astor has given \$1,000 to the Prince of Wales's hospital fund.

BRIEF TELEGRAMS.

Ottawa, Ont., Jan. 10.—The department of militia will call for recruits for Baden-Powell's constabulary in 30,000 to his proposal to form a constabulary in Canada. The cable dispatch has been received from Joseph Chamberlain agreeing that the recruits be stationed in Canada instead of Cape Town, as was at first suggested by the British government.

Cape Town, Jan. 10.—Entrenchments are being constructed across the Cape flats from False Bay to the sea.

Sydney, N. S. W., Jan. 10.—Sir James Robert Dixon, minister of defense in the new federal cabinet, died today.

London, Jan. 10.—Dr. Leyds, according to a dispatch to the Daily Express from the Hague, is organizing a band of agitators to proceed to Cape Town and endeavor to establish a corner in provisions.

Shanghai, Jan. 10.—The customs revenue for 1899, and equal to that of any previous year.

Washington, Jan. 10.—The house committee on insular affairs has decided to postpone indefinitely the bill authorizing to our new possessions until after the supreme court renders its decision upon the question as to whether the constitution follows the flag.

London, Jan. 10.—Should no fresh developments render his presence in China necessary, the British ambassador in Peking is expected to return to Europe at the end of March.

Washington, Jan. 10.—The condition of Congressman Neville (Neb.), who is dangerously ill at his residence in this city, is more favorable.

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St. Petersburg, Jan. 10.—The Russians in the province of Chli-Ili, according to a dispatch from Peking dated Monday, consumed 10,000 rations of rice in behalf of Emperor Nicholas.

Rockefeller After M. P. New York, Jan. 10.—The Tribune says: "It is reported that the Rockefeller interests are trying to buy the Missouri, Kansas & Texas railway, thus obtaining a trunk line extending all the way from Galveston to Buffalo and connecting with other lines toward the Detroit, Toledo and Chicago."

ENTER THE GOAT

Animal Which Is Being Introduced in Kansas.

Something Like 10,000 Are Already Here.

MR. THOMPSON TALKS

Head of Bureau of Animal Industry Gives Facts.

Says That the Angora Goat Has a Future Here.

Washington, D. C., Jan. 10.—One of the most alluring industries to the American farmer and stockraiser just now is that of raising Angora goats. It is not of the Hogan alley, common kind goat that is meant, but an animal highly prized for its long, soft, silky mohair and its delicate and tender flesh. This industry is an important adjunct to the farm and is attracting much investment the country over.

Like in most everything else the Kansas farmer is ever on the alert to give them to every new adjunct to his production wherein there is a good profit. Even though the goat industry in America is in its infancy it is estimated that Kansas already has in the neighborhood of 10,000 Angoras within her borders. It is with flattering success that the industry is reported to be increasing before the annual meeting of the state board of agriculture at Topeka this week.

Mr. George F. Thompson, formerly of Manhattan, Kan., now editor of the Bureau of Animal Industry at Washington, is considered the most eminent authority on the Angora industry of the United States. He has for some considerable time past made the subject a close study.

To the State Journal representative Mr. Thompson said a large class of people in some way have become possessed of the opinion that the goat is practically a useless animal. They do not reach conclusions upon investigations, however, and do not discriminate between the different breeds. Investigations prove that the Angora goats are not only classed among the most useful of the domestic animals, but their usefulness is manifested in a variety of ways.

The fleece, called mohair, furnishes some of the finest of fabrics among ladies' goods and is used in the manufacture of a variety of goods, such as shawls, dresses, etc. The goat's habit of browsing enables the farmer in a wooded locality to use them to help in subjugating the brush. Investigations prove that the Angora goats are not only classed among the most useful of the domestic animals, but their usefulness is manifested in a variety of ways.

Relative to areas suitable for goat keeping upon any acre, from a few forgoes on mountain or plain, but prefers rough rocky, wild and elevated lands. As to climate, but little need be said. The Angora is easily adaptable to all countries, and thrives in all climates, except that of the Polar regions. Evidently, however, it will tend to be most profitable in those localities where the expense of keeping is the least the year round. Hardy, agile, enterprising, it always thrives, if unconfined, in best or worst soil, on mountain or plain, but prefers rough rocky, wild and elevated lands.

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MISSOURI PACIFIC LINES

FROM KANSAS CITY.

No. 2 leaving Kansas City 9:50 a. m. is solid vestibuled train to St. Louis, consisting of Smoking car, Day coaches, Reclining Chair car (Seats Free) and Pullman Parlor car.

Connections at St. Louis union depot with eastern lines for New York and Atlantic coast points.

Table with train schedules including destinations like St. Louis, Omaha, Lincoln, Joplin, Carthage, Little Rock, Hot Springs, St. Joseph, and Kansas City.

F. E. NIPPS, Ticket Agent, Topeka, Kan., H. C. TOWSEND, G. P. & T. A., St. Louis, Mo.



populated western territory, and, besides, a not inconsiderable number of goats in the aggregate has been kept for milks in the suburbs of cities.

Very few of the goats in the United States are raised for the purpose of marketing their skins. In addition to the large proportion of common stock kept, as stated, in the suburbs of cities many are kept in parts of the west with sheep for protection against other animals, while the increasing flocks of Angoras are kept principally for their valuable yield of mohair.

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convert a wilderness into a good pasture for other stock.

It is the browsing of the Angora that gives to the meat the game flavor, thus leading some to name the meat "Angora venison." When deprived of browse and fed on grass and grain the Angora flavor disappears.

One of the reasons why the mohair industry has lagged so in this country during the fifty years since the first importation of Angora goats is that the use of the mohair goods was subject to the caprices of fashion. It would not be strictly correct to say that the industry has even got beyond the influence of fashion, but it is at least nearly so.

There are comparatively few common goats in the United States (about 9,000) and no attempt is being made to put them upon the markets. The current report that goats are sold in