

CAUTIONERFUL

That is the Word Used by Col. Bryan

To Express His Estimate of the Great Demonstration

In Honor of His Visit to New York City.

FOUR BIG MEETINGS.

Cheering Thousands Greet Him at Every Point.

Principal Address Made at Madison Square Garden.

New York, Oct. 17.—William J. Bryan arrived in this city at 2:30 o'clock yesterday. His reception was an enthusiastic one. As the train steamed into the annex of the Grand Central station that part of the immense building was thronged with a multitude.

Mr. Bryan was driven to the Hoffman house in an open carriage in which he sat next to Richard Croker, and with uncovered head bowed and smiled to the thousands who cheered him.

About 2 o'clock Captain Price at the Grand Central station began to take active measures to open a passage way for the Tammany hall reception committee to the station.

At 2:30 o'clock a loud cheer went up and the open carriage containing the Tammany hall reception committee rode to the annex. William H. Hearst led the way, followed by Richard Croker, O. H. Belmont, president of the borough, James J. Coogan, James Shevlin, Lewis Nixon, Lawrence Deimler, and about a dozen others. Three cheers for Croker were given.

As the time approached for the arrival of the train, the Tammany hall committee started to move further and further along the track. At this point the police lines were made ineffective by a singular footfall, and the Tammany hall committee was waiting, every possible inch of space on stairs, at windows, platforms and on the big iron bridge crossing the station was occupied.

The narrow passage way along the tracks was a mass of people when the engine of the Bryan train came in, warning whistle. Then came the mad scramble to reach the rear car of the train in which Mr. Bryan was supposed to be seated. Mr. Hearst and other members of the reception committee tried to walk in a dignified manner toward the train, but they were crowded back by the throng.

When quiet was restored Mr. Croker introduced him to the audience as chairman of the meeting. The cheering continued, now dying down, now being renewed with increasing vigor, not abating when Mr. Bryan stepped to his feet and raised his hands.

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WHAT PEOPLE SAY

Is Not What Makes a Remedy Valuable.

Testimonials are good things and we are always glad to get them, but they don't make our remedy any better.

Stuart's Dyspepsia Tablets are good because they cure. Testimonials simply prove that the tablets have helped other people, but it's yourself you are most interested in, and whether they will cure you is the question.

It is very easy to find out—try them. A full package costs only 25 cents. Testimonials simply prove that the tablets have helped other people, but it's yourself you are most interested in, and whether they will cure you is the question.

We put it on that basis because you don't know about the tablets. If you knew as much about them as we do you wouldn't have to be told that advertising would be unnecessary.

We have seen them cure the worst cases of stomach trouble, cases of long standing and obstinacy, cases that have been failed and even high priced doctors had failed to subdue.

Here are some testimonials. If you care to read them we have thousands of them.

Rev. J. R. Hoag, of Wymore, Nebraska, writes: For six years I have been troubled with dyspepsia. Last fall I became very much alarmed at some symptoms of my disease, and came to believe there was a sympathetic relation between the two diseases, or rather, that the stomach trouble was the cause of the heart disturbance. I tried upon Stuart's Dyspepsia Tablets for a remedy and invested a dollar and a half for three boxes which I took three months and I can eat any kind of food I want and have a good vigorous appetite. Although I am seventy-seven years old, I now feel perfectly well and without being helped by anyone I make this statement as a compliment to the virtues of Stuart's Dyspepsia Tablets.

Mrs. Lydia Bartram, of Assaria, Mich., writes: I have suffered from stomach trouble for three years and five different doctors gave me only temporary relief. A Mr. E. H. Page advised me to try Stuart's Dyspepsia Tablets and four boxes did me more permanent benefit than all the doctors' medicines that I have ever taken.

opening of the doors, 5:30 Madison Square Garden, where the Democratic ticket, headed by the State Democratic ticket, John B. Stanchfield, spoke, was besieged by crowds.

AT 5:30 O'CLOCK TO THE minute the sound of exploding bombs outside the garden announced the opening of the doors. Instantly a great wave of people from the people from the Madison avenue hallway and from the Twenty-sixth street entrance, which according to police arrangements were kept clear for ticket holders. In the first rush were a few women who got near the speaker's stand. Croker mounted the speaker's seat on the floor was taken and the crowd, which had begun to pour in from all sides, attacked the galleries. Five minutes later saw the balcony and a part of the galleries black with people.

The rush was then over, but there came a steady stream through the principal doors and all empty seats were soon filled.

The crowd did not appear at first to be very large. The lights were all turned on there came a brief cheer. The big semi-circular electrical display over the speaker's stand, which carried the two Democratic candidates, the Democratic emblem and the Democratic watchword, credited to Mr. Croker, were all turned on.

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by asking his audience not to trifle with the great name.

He referred to the position of Governor Roosevelt and Senator Hanna on the subject of trusts, and the reform in industrial instances was met with groans and hisses.

Mr. Bryan said there are no trusts, he said, and that every trust is a trust in the people. In response to the last interrogation a voice from the audience responded: "We will send you."

Mr. Bryan again quoted from President McKinley's inaugural address, and the subject of trusts and charged that the President had not enforced the existing anti-trust laws nor recommended new ones.

His attorney general, he said, draws his salary and permits railroads to oppress and oppress the people. Mr. Bryan referred to the tea trust, declaring that apparently this was the only trust of which the Republicans had any knowledge.

Such a condition as this meant, he said, that the people were a government of the people, by the people, and that the people was impossible under the reign of the trusts.

Mr. Bryan said that he was not satisfied with the tea trust, but that he would make it impossible for a private monopoly to exist in the United States. The declaration was met with cheers and cries of "good."

Mr. Bryan declared that the Republican party was not a party of trusts, but a party of the people. He said that the Republican party was not a party of trusts, but a party of the people.

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ROAD NEWS.

Passenger Rate War is On and No End in Sight.

Northwestern Cuts Are General Now and It Looks Like

CALIFORNIA IS NEXT.

Transcontinental Association Has a Big Job on Its Hands

To Bring Roads Into Line and Stop Slashing.

Western railroads are well advanced into a passenger traffic war that has been brewing for some time and undergoing a gradual progression as the days went by. Executive officials worked on the problem in Chicago for the past month and finally evolved the Transcontinental Passenger association, which is expected to repair the mischief, but just how that is going to be done is another question.

Cheap rate excursions have been at the bottom of the whole business, and the "cutting" rates of the Great Northern and Northern Pacific get the lion's share of the blame. These are said to have been making more or less trouble for a year or more. From Chicago and St. Paul the demoralization in rates have worked their way down to the Missouri river gateway, and nobody knows where the cutting is going to stop.

The Burlington opened up the Missouri river gateway with competitive rates and the Northwestern promptly met the reductions. The Union Pacific, Missouri Pacific and Rock Island roads, through their respective headquarters, have received instructions authorizing the sale of tickets at the cut rate of \$3 one way and \$4 round trip to Portland and Puget Sound points.

This means that Topeka and intermediate points were not raised to the advantage of the low rate also.

One new and significant point in the meaning of the rate war contained in the announcement of General Business Agent Sebastian of the Rock Island. This road has gone a stride further, and announced that it will cut its rates on every Tuesday from February 12 to April 30, 1901, in addition to the time specified by the other roads, which is until the end of the year.

It will be in order for the other roads to meet this extension in time in the sales of excursion tickets, which may affect the business of the other roads. Unless some adjustment is made, the cutting of the rates will take a cut in the California travel. Though there is the strong opposition of the Santa Fe and the Union Pacific, it is inevitable consequence of what has gone before. The steps have all been gradual, and California is the next to be cut.

He then declared that the rate war is a passenger official of one of the interested roads in Topeka said: "I know it is strongly opposed, but things are working for a rate into California, it seems to me. By going by way of Portland, now, with this cheap rate, you can draw the rate down to \$89 when the regular fare is \$90. These previous cuts have followed one another by the various roads, being met on the part of the Santa Fe by the cutting of the rate to \$89. On this point started with the northern lines. They started out of the Transcontinental Association, and for protection the association has been formed. It has extended so far now as to affect all the western territory; that is why I think the rate war has been brought into the mess. Was the Transcontinental association formed to stop this demoralization of rates? I suppose so, and I think it has a big job on its hands, I'll agree."

A number started to go out as he began speaking, but he was interrupted as Mr. Stevenson had.

William F. Mackey, candidate for Lieutenant Governor, was the last to speak. When he concluded, the band struck up "The Star Spangled Banner" and the small remaining portion of the audience had left the garden early in the evening filled out.

THREE OTHER MEETINGS. Thousands Greet Mr. Bryan at Each Assemblage Point.

New York, Oct. 17.—The crowd that gathered to greet the Bryan train at Madison Square Garden was the largest ever seen in the city. The crowd was estimated at 20,000, and there was not a man in the crowd who did not cheer for Mr. Bryan.

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country, and on roads not a foot of which was located in Missouri.

SANTA FE'S BIG ENGINES. Intended to Supplant Objectionable Doubleheaders It is Said.

Four mammoth Mogul engines, from the Baldwin works at Pittsburg, Pa., passed through Ottawa the other day over the Santa Fe, destined for the Port Arthur route. They are of the "double compound" type, having both high and low pressure, and are known as 12-wheelers. Their weight, as they stand is 115 tons each; equipped for work 140 tons.

These big engines, which are being supplied rapidly to the trunk lines, are intended to supplant the "double headers" that are so objectionable. To permit of their use heavier rails are needed, and it is necessary to move platforms and bridges from the track, to strengthen the bridges, etc. On account of their weight it was necessary to bring them out of Chicago and round this way on the Santa Fe.

UNCLE SAM'S FREE FARMS. Santa Fe Preparing Information For Oklahoma Settlers.

Uncle Sam expects to give away more of his free farms in Oklahoma, next spring, the only expense to the lucky occupant being land-office fees and the payment of a dollar and a quarter an acre.

If the new lands prove as productive as the older portions of Oklahoma, they will be a bonanza. The work has been yet forgotten the marvelous crops of wheat and cotton raised in Oklahoma proper the last three seasons.

The Indians in the Kiowa-Comanche-Apache reservation, in the southwestern part of the Territory, are now taking their allotments. When President McKinley was in the world next spring there will be a chance for the homeless to get a home for almost nothing.

It is estimated that the area available for allotment will cut up into 9,000 farms of 160 acres each. While some of this land is only fit for grazing, the bulk of it is available for the plow. The scenery is diversified by several low mountain ranges. The climate is agreeable in summer, owing to altitude, and genial in winter, owing to southerly location.

The Santa Fe route passenger department will issue a pamphlet soon explaining how claims may be procured. Meanwhile, the land can be bought at reasonable prices in eastern Oklahoma.

SANTA FE LOCALS. Extensive repairs to the passenger depot roof are being made by Dunsmuir, Ed Stillier, of the paint shop, and Alonzo Purz, of the east erecting shop, are being made.

Eight composite cars or buffet smoking cars, are being prepared for service on the California Limited in the Sixth Street yard. The cars contain a barber shop and baggage compartment. They are the No. 1,500, and are in Spanish names, as follows: San Pablo, San Juan, San Jose, San Gabriel, San Diego, San Bernardino, San Luis and San Felipe.

FROM EMPORIA. The new double action steam pump to be put in the round house has arrived and will be put in in a few days. The old one is worn out and it will be sent to Topeka.

The stock business is very heavy at present. Forty cars of cattle were unloaded at the yards Sunday night and Monday morning. The larger part goes to Chicago and the smaller to Kansas City and Chicago. A number of cattle are being bought and shipped west also.

The cut-off local was annulled Sunday and will appear for departure at her regular time.

The switchmen are selling tickets for their ball to be given Thanksgiving night at the Emporia. The tickets are \$1.00, and are being sold very fast.

Chief Surgeon Kaster, Engineer James Thomas, Conductor Dale Griffith spent Sunday afternoon in the city. These gentlemen are the board that looks after the A. T. & S. F. hospital and are going over the road on an inspecting tour.

FROM NEWTON. Bert Hackney, recently appointed inspector of the yards at Strong City, is in the city on his first day's work.

Engineer John Treadway has again been taken ill, having recovered from his recent illness.

E. S. Mudge departed for a week's visit among the hills and valleys in the vicinity of Newton, Kan., and is expected to return in a few days.

Joe Smith resumed work again for the first since his return from the east. He has taken the position of assistant yardmaster at Newton, Kan., and is doing the work in a manner that reflects great credit on his executive ability.

It is said that Tom Peters is a slave at the shop of Carpenter, in Newton, Kan., that he failed to show up for work the day after a recent dance, and since that time has been good naturedly entertaining his many friends by being a recipient for the butt end of their jokes.

W. H. Kennedy asked for a few days' leave from his position in the city and repair yards, which was granted. Mr. Kennedy will take the stump for the fusion forces in Harvey county, perhaps, and the Republicans had better throw up the sponge.

Adrian Snyder, one of the switchmen employed at Newton yards, mashed a hand quite badly in a switch on Saturday and is consequently disqualified for duty for a few days.

It is said that Engineer Mike Norton and Fireman Will Blatchley have been assigned to a preferred run—deadheading between Newton and Dodge City, and returning with a drag.

Give teething baby the celebrated

BATTLE CREEK

GRANOLETTA

FOODS

The crisp, light particles set lightly on baby's little stomach, which is learning its primary lessons in activity. His time to receive baby's food, they should be something more substantial than "baby foods." The little system with its growing needs cries out for GRANOLETTA FLAKES, which are made of the entire wheat berry (Hull removed), thoroughly cooked and condensed in some form. That fresh feeling, which is so essential to a growing child, is attained only by a baby who has been fed with this food.

Ask your grocer for "Battle Creek Sanitarium Foods," do not be misled by cheap imitations. Three cents for postage will bring you a sample and Booklet.

Battle Creek Sanitarium Food Co., Battle Creek, Mich.

OTHER USES. Besides carrying off poisonous matter from the system, the human body, when in health, must maintain the proper weight in water which should form two-thirds of the whole body. It enters into every tissue of the body, and is essential to the natural, healthful roundness of the muscles, the brightness to the eyes, the suppleness of the joints, and the general vigor of the system.

Water also regulates the temperature of the body by perspiration. The first great essential is that water should be taken in the form of a beverage, and not in the form of a liquid, or unpleasant taste when used for cooking.

DAILY AMOUNT REQUIRED. The quantity of water required daily must be regulated to a great extent by the loss of this fluid through natural channels, and the quantity of water required varies with the temperature and the humidity of the surrounding atmosphere.

ALL FOODS CONTAIN WATER. The quantity and dryness of the solid foods most determine the amount of water needed to keep the system up to the normal standard of health.

It is estimated that the body in health requires about six pints of water daily, or some beverage that is almost entirely composed of water.

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solid foods in nature and effect.

These have been well observedly popular use quite recently. The habit many indulge in, of drinking coffee and tea at every meal is harmful to most systems, and certainly injurious to children and delicate individuals.

Children should never indulge in either beverage, and the mixture is harmful to most systems, and certainly injurious to children and delicate individuals.

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