

What is Good for The Landlord is Good for The Guest.

What Will Help Others Will Surely Help You—Read What Landlord Kelley, of Waterloo, Ind., Says of Dr. Caldwell's Syrup Pepsin:



WATERLOO, IND., December 7, 1899.

To Whom It May Concern:

I was troubled with a dull pain in my stomach for six months, and I tried all the doctors in town and they did me no good. So I saw Dr. Caldwell's Syrup Pepsin advertised and after taking three bottles was cured, and have never been bothered since. I can't make this too strong to suit the circumstances.

ALFRED KELLEY, Proprietor Locke's Hotel, Waterloo, Ind.

SOLD BY

- R. W. Squires, 732 Kansas Avenue. A. O. Rosser, corner 10th and Topeka Avenue. Swift & Holiday Drug Co., 523 Kansas Avenue. A. S. Kane & Co., Family Drug Store, 832 North Kansas Avenue.

IT IS FINISHED.

First Session of 56th Congress Brought to a Close.

Washington, June 8.—Congress adjourned sine die at 5 o'clock yesterday afternoon. For the senate it was a day of waiting. The naval appropriation bill—the stumbling block to final adjournment—could not be agreed to by the conferees of the two houses, and the disagreement was reported to the senate early in the day. The report was accepted by the senate, which refused to request another conference, although Mr. Hale expressed the belief that an agreement might be reached. At 5 o'clock, after several recesses had been taken, it became known to the senate that the house had concurred in the senate amendment remaining in controversy, and soon afterward the house resolution providing for final adjournment was passed, an adjournment fixing the hour at 5 o'clock, June 7. It was not until 4:40 o'clock, twenty minutes before the hour fixed for adjournment, that the president pro tem of the senate, Mr. Frye, affixed his signature to the naval bill. With some other measures it was hurried to the president, who was in waiting in his room at the capitol and was signed by him a few minutes later. The concluding hour of the session was purely a social session. A business bouquet of the adoption of the customary resolution of thanks to the chair (Mr. Frye) was accomplished. In acknowledgment of the compliment Mr. Frye delivered a brief and graceful speech, which was received with cordial applause throughout the chamber. The conclusion of the work of the senate was quiet and perfunctory, attended by no exciting scenes, such as are often incident to the close of a session, and when the gavel fell finally expressions of relief and gladness were heard from all senators.

IN THE HOUSE.

Washington, June 8.—In marked contrast with the exciting scenes attending the bitter struggles of the closing hour of the session, Speaker Henderson laid down his gavel at 5 o'clock yesterday afternoon at the conclusion of one of the most picturesque scenes which has ever occurred in the hall of representatives. During a brief recess taken within 20 minutes of the time fixed for the final adjournment to give his signature to the bills that were being rushed to him for approval, a group of members, led by Mr. Mercer (Nev.) and Mr. Hall (Tex.), Mr. Fitzgerald (Mass.) and Mr. Tawney (Minn.) congregated in the area to the left of the speaker's rostrum and began singing patriotic songs. The galleries were banked to the doors, "Columbia, Gem of the Ocean," "Auld Lang Syne," "The Red, White and Blue," successively being sung. The singing proceeded members joined the group until without regard to age or party the entire membership of the house joined in the chorusing. The galleries were filled, and the patriotic fervor which had been evoked by the stirring words "Through the dawn's early light" which followed when in a clear, ringing tenor, Mr. Fitzgerald (Mass.) started the national anthem with the inspiring words "Through the dawn's early light." The principal feature of the closing day in the house was the reversal of his action in turning down the conferees on the naval bill for yielding on the item relating to ocean surveys. Over ninety members of the house, who had previously pushed aside, in a complete change and the members voted by a large majority to accept outright the senate amendment, which they considered more satisfactory, were immediately pushed aside. It was a distinct victory for the old conferees. Messrs. Foss (Ill.), Dawson (W. Va.) and Cummings (N. Y.). The other feature of the closing day was the course of Mr. Latta (O.) in blocking unanimous consent legislation. For three days he has objected to bills because of the manner in which they were reported in the House of Representatives. His position to the end.

Broke the Clay Pigeon Record.

Utica, N. Y., June 8.—At the state shoot in this city today J. S. Fanning killed 218 clay pigeons with a miss, thus breaking the world's record. The highest previous score was 211, made by C. A. Young, of Ohio.

DENVER, COLORADO SPRINGS, PUEBLO AND RETURN, \$24.

Via the Santa Fe.

Tickets on sale June 1st; stopover allowed at Colorado common points.

Tourist Rates to Colorado and Utah.

Tickets will be sold from points of Missouri Pacific to Denver, Colorado Springs and Pueblo, Colo., and Salt Lake and Ogden, Utah, June 1st to September 15th, at greatly reduced rates. See nearest ticket agent or write H. C. TOWNSEND, G. P. & T. A., St. Louis, Mo.

P. E. NIPPS, Agent, Topeka, Kansas.

Base Ball.

Santa Fe Reds vs. Washburn college. Saturday, June 9th. Admission 25c. Game called at 3:30.

CAPITAL CASTORIA For Infants and Children.

The Kind You Have Always Bought Bears the Signature of

Wm. D. Galt, Proprietor, Topeka, Kan., July 16, 1899.

RAILROAD NEWS.

Mr. Edward Grafstrom Assumes His New Position in Topeka.

Recently Appointed Mechanical Engineer of the Santa Fe.

HAS HAD EXPERIENCE.

Was Connected With Pennsylvania Lines For 17 Years.

Later Held Similar Position on Illinois Central.

Mr. Edward Grafstrom, who was recently appointed mechanical engineer of the Santa Fe, has arrived in Topeka and will at once take up the duties of the position.

Mr. Grafstrom succeeds Mr. R. F. Hoffman, who resigned some time ago to take a position with a railway publication in the east.

The new engineer is a graduate of the Boras Technical college, one of the foremost colleges in Sweden. When he first came to America he became connected with the Pennsylvania lines and remained with this system 17 years in the capacity of mechanical engineer. He went from there to the Illinois Central, leaving that line to accept the position with the Santa Fe.

Mr. Grafstrom will have charge of all locomotive cars and other draughting and of the physical and chemical laboratories. His work will be under the direction of the assistant mechanical engineer, Mr. R. F. Hoffman. Mr. Grafstrom is a frequent contributor to the technical press. An instructive article by him appears in the June number of the American Engineer and Railroad Journal, on the subject "Freight and Car Draft Gears."

NORTHWESTERN'S ANNUAL.

Stockholders Rally the Purchase of Several Branch Lines.

Chicago, June 8.—The stockholders of the Chicago & Northwestern railway held their annual meeting here before proceeding to the transaction of regular business, they took favorable action on the proposition of the directors to purchase a number of private roads. The roads which were affected by this action and which will be a part of the parent system are: The Boyer Valley, the Rock Island, the Minnesota and Iowa, the Iowa, Minnesota and Northwestern, the Wisconsin, the Dakota, Central and the Minnesota and South Dakota.

The annual statement shows a total net income for the year ending May 1 of \$10,951,244. From this sum for real estate purchases, construction and other items, together with dividends on the common and preferred stocks, were taken, leaving a surplus, exclusive of the land income, of \$1,984,399.

The session was much longer than had been expected by many, and a rumor was afloat to the effect that some changes in the officers of the road were under discussion.

ROCK ISLAND SHOWING.

Full Text of Report Submitted to Stockholders by Pres. Purdy.

The report submitted by President Purdy at the annual meeting of the Rock Island stockholders in Chicago this week was as follows: Gross earnings from operation, \$22,650,944.91; Operating expenses, \$14,933,758.81; Taxes, \$3,632.36; 14,982,420.98.

Net earnings from operation, \$7,668,524.02; Add income from loans and investments, \$68,429.61; Add net cash receipts from land sold, 2,000.00; Total, \$7,738,953.63. From this amount has been paid: For interest on bonded debt, \$2,455,313.33; For rentals of leased lines, \$1,414,899; For Missouri river bridges, \$1,342,320; Total stock, 4 per cent, 1,996,360.00; 5,907,115.52.

Surplus for the year, \$1,831,838.12; Retained from the previous year, \$499,849.91; as a special dividend, \$1,331,988.21. Compared with the previous year, passenger earnings show an increase of \$67,454.17, or 3.63 per cent, which is made up of an increase in net revenue from operating lines of \$11,016.68, or 3.22 per cent, and an increase from business originating in the territory of \$56,437.49, or 7.9 per cent. The total number of passengers carried increased 342,002, or 10.7 per cent. The average distance traveled by each passenger during the year ending March 31, 1899, was forty-two miles, and during the year ending March 31, 1900, was 45.4 miles. Freight earnings for the year increased \$1,824,448.07, or 11.62 per cent, and through freight (freight delivered to or received from connecting lines) increased \$1,000,000.00, or 1.82 per cent. The revenue from local freights increased \$24,794.85, or 1.88 per cent. Of the entire freight revenue, 63.82 per cent is derived from local freight. The movement of freight, as compared with the previous year, shows an increase of 639,615 tons, or 7.31 per cent, the rate per ton per mile being 9.99 cent, the same as for the last five years.

BIBLE FOR RAIL ROAD MEN.

One Presented to Santa Fe Engineers and Firemen Shows Result of Use.

A table in the reading room of the engineers and firemen of the Santa Fe in this city is piled high with technical papers and magazines. The only book to be found on the table is a Bible. The book appears to have had considerable use, although it has not been the property of the reading room for a very great length of time. The book is an international Teachers' Bible with a concordance, references and helps, together with a full set of maps. On the front fly leaf is found the following: The A. & S. F. Railroad Engineers and Firemen's Reading Room at Topeka, Kansas. This Bible is presented for the use of the men using this room, by a fellow railroad man in the hope that it may interest, instruct, or help while away a lonely hour, with the fervent wish that we who have to take our lives in our hands and the lives of our fellow beings, may realize our responsibilities and be preserved from all harm. With the best wishes and kindest regards to all, THE GIVER, Topeka, Kan., July 16, 1899.

BOERS AND UNION PACIFIC.

Representative Wessels Will Lay Proposals Before His People.

Chicago, June 8.—A vigorous effort is being made by officials of the Union Pacific

old Railway company to induce Boers to come to this country and settle on the cheap lands owned by the corporation along its lines in Kansas, Nebraska, Wyoming and other western states. C. E. Wantland, one of the chief land agents of the company, visited Washington during the recent stay of the envoys in that city and conferred with them, it is said, regarding the company's land proposals.

Mr. Wantland, who is of Dutch ancestry, is confident that thousands of the farmers of the Transvaal will come to the United States rather than submit to British rule if the result of the present war favors the latter nation. The railroad company has promised to refund all railroad fares paid by the Boers from any part in the country to the western lands provided the ticket purchaser buys 200 acres of land.

It is understood that the Boers in the Transvaal will leave there if their independence is taken from them and favorable offers from this country would be readily accepted, according to the Boer envoys. Mr. Wessels, one of the representatives of the South African Republic, said yesterday: "While we believe that the Boers will obtain freedom, or at least partial freedom, within a year or so, if not at once, we are very uncertain as to the future. If any definite offers are made to them, we are sure that the people in South Africa will be glad to lay it before them and give them an opportunity to decide whether they wish to come to America or not."

GAS IN OKLAHOMA.

Rich Discovery Made at the Rock Island Town of Granite.

El Reno, Ok., June 8.—Great excitement and rejoicing were spread upon the discovery of natural gas on the farm of J. L. Armstrong, about two miles from the new town, and at the same time in the vicinity of Granite, Wichita range. The flow was struck last Thursday while boring for water, and is of such strength as to stop further prospecting until a supply of water may be obtained. The gas has a pressure of probably 125 pounds.

A large corporation was formed to handle the gas. It is proposed to utilize the flow. Indications of coal and oil have been seen in that country for several years, but the discovery of natural gas in the Wichita mountains was a great surprise. The Rock Island has built into that country, and as a result the mountains are swarming with prospectors.

A PRESIDENT'S ROMANCE.

Railway Executive Marries a Girl Despite an Irate Father.

Sioux City, Ia., June 8.—W. C. McNamara, president of Eastern Nebraska and Gulf railroad, and Miss Mary McCallister of that city, were united in marriage yesterday at the hotel Garrison, Justice of the Peace Ferris performing the ceremony.

The young bride was driven forty miles the night from Sioux City, Mo., to the wedding at Granite, Ok. This move was made to prevent the irate father of the girl from interfering with the ceremony. McNamara and the bride were in the city for several weeks for possession of the girl. McCallister has made many threats and there may be more trouble yet.

ENGINE OF MANY NUMBERS.

Identity of L. & T. Locomotive No. 1 Has Changed Several Times.

"Lion Tamer" Agnos Beeler made a trip with the Leavenworth and Topeka engine No. 1, which is an eight-wheeler. The engine is an eight-wheeler. It is now in the hands of the Leavenworth and Topeka railway. After doing service on this road the initials were changed from W. & W. to A. T. & S. F. The engine is a number 481. Later this engine was changed to No. 1 and finally, the engine after being in the repair shop for several weeks, has come out the L. & T. No. 1.

TRAMP TRAINING SCHOOL.

Railroad Officials Declare That One Exists at Denver.

The tramp question is one that is giving the railroads considerable trouble. Railroad men say that the city of Denver is a training school for tramps. Boys and young men will begin their career there by hanging around the water tank, begging for alms, and passing their days in idleness.

SANTA FE CHANGES.

Extensions of Territory Announced on the Oklahoma Division.

A number of important changes have been made on the Oklahoma division of the Santa Fe. J. F. McNally has had his jurisdiction extended to include that portion of the Eastern Oklahoma railway from Eastern Oklahoma Junction to the Oklahoma Territory. Headquarters at Arkansas City.

The jurisdiction of Roadmaster C. M. Connell is extended to include that part of the Oklahoma railway from Muskogee to Muskogee, Headquarters at Newton.

Excursion for Colorado Teachers.

The Rock Island will run an excursion for Colorado teachers east on June 11 and 12. This excursion will be for school teachers. The schools have all been let out for the summer and the teachers will be given the opportunity to visit the eastern cities. The passenger department has ordered extra equipment in the shape of ten Pullman sleepers. These Colorado points east on June 11.

RAILROAD LOCALS.

J. C. Bonnell, advertising agent of the Rock Island, called on the Santa Fe and Rock Island passenger office in this city yesterday. Rev. H. O. Ott, the newly elected pastor of the Methodist Lutheran church in this city, delivered an address in the Rock Island coach shop today at noon. A large crowd was present.

ANDERSON WINS.

Effort to Oust Receiver of Colby Land Office Fails.

Senatorial Question Behind Investigation.

OFFICIAL FOR BURTON.

Senator Baker's Friends Are Consequently Aggrieved.

Charges Were Preferred by A. R. Greene of Lecompton.

The Sixth congressional district Republicans have been involved for some weeks in a quarrel over Cyrus Anderson, receiver of the United States land office at Colby, an effort being made to have Anderson removed from office.

The quarrel has ended by the report of Commissioner Bingham Herman of the general land office, who has sustained Anderson and finds that the receiver is not guilty of the charges. The charges were made by A. R. Greene of Lecompton, an examiner for the land office. A dispatch from Washington tells the following story of the trouble:

"The fight was opened on Anderson by Greene on March 8. In a report to the department he made several charges against the receiver, among others that he had produced an affidavit from A. R. Rich produced a letter from Wilcoxson in which the latter said that Senator Baker, being at the head of the civil service committee, and six matter, A. R. Rich, a former clerk in the office, A. L. Rich, was tied by the inspector.

Receiver Anderson was notified of the charges preferred against him and in reply denied each and every one except the one charging him with absenting himself from office without leave. He also produced an affidavit from A. L. Rich which placed Inspector Greene in an embarrassing situation. In this affidavit Rich swore that he was induced by the receiver to sign the first affidavit; that he did not know what it contained as he read it over very hurriedly; that in consideration of his signing it, Anderson promised to give him a position here, but who keeps in close touch with politics at home, it is asserted that the movement to remove Anderson had been made by the receiver, and that that state Senator Baker named Anderson for receiver of the Colby land office. Anderson is now working for the receiver in the general land office, appointment to Senator Baker and, in order to punish Anderson for his ingratitude towards Baker, concluded to remove him from office.

A supplemental charge was made that Anderson was a drunkard. To offset this, affidavits were produced to show that Anderson had always been a total abstainer; that he does not even drink liquor; that he has a clean bill of health and that he is a stranger to him.

"In his report to the secretary of the interior, the land commissioner reported the evidence submitted in the case at length.

"Neglect of duty, habitual carelessness and absence without leave formed the charges in 1 and 2. Speaking of them, the land commissioner says: "The inspector's specifications of the charges are that the receiver was absent from his office about one-fifth of the time when he should have been there, that he was grossly careless in his handling of important official papers, and that he permitted his clerk to sign his name to receipts which he should have signed himself. In support of these charges the inspector submitted an affidavit of A. L. Rich, a former clerk in the office. No other testimony was adduced. In his affidavit Rich declared that the receiver would be absent from his office for a period of three and four days at a time; that he was away fully one-fifth of the time and that, on one occasion, a whole day was spent in searching for a homestead application which the receiver had mislaid. This office is now in receipt of an affidavit from Mr. Rich in which he says that the receiver returned to his office on March 15 last and requested him to make the affidavit, but that he declined to do so on that occasion; that the inspector returned a week later, when he consented to make it, after being urgently requested to do so by the inspector and Register Wilcoxson of the Colby land office, and after they had each given him assurance of their personal friendship and their promise that they would see that he was reinstated in the civil service and secure for him at any time a clerkship at New Orleans at \$1,200 per annum, and he further says that he 'now feels and realizes that he was unduly



604-606-608 KANSAS AVENUE.

SOME SPECIAL PRICES

ON

HOT WEATHER CLOTHING

Here Tomorrow.

Men's Good Alpaca Coats, worth \$1.50, 95c Tomorrow.

Men's Fine Blue Serge Coats—the regular \$5 quality, tomorrow \$3.95

Men's Fine Light-Weight Summer Suits in Serge, light Worsteds and fancy Cheviots, worth \$14.50, \$15.00 and \$16.50—Your choice tomorrow \$10.00

Boys' Good Wash Suits worth 75c—tomorrow 48c

Boys' 50c Wash Suits tomorrow 35c

Fine Wool Suits—sold at \$4.00—in Boys' 2-piece Suits—special tomorrow \$2.95

Men's Light-Weight Balbriggan Underwear—worth 40 cents, tomorrow 25c

Fine Balbriggan Underwear—the 75c quality, tomorrow 45c

Men's Silk Bosom Shirts worth 75 cents, tomorrow 50c

Men's Good Wash Suits worth 75c—tomorrow 48c

Boys' 50c Wash Suits tomorrow 35c

Fine Wool Suits—sold at \$4.00—in Boys' 2-piece Suits—special tomorrow \$2.95

Men's Light-Weight Balbriggan Underwear—worth 40 cents, tomorrow 25c

Fine Balbriggan Underwear—the 75c quality, tomorrow 45c

Men's Silk Bosom Shirts worth 75 cents, tomorrow 50c

Men's Good Wash Suits worth 75c—tomorrow 48c

Boys' 50c Wash Suits tomorrow 35c

Fine Wool Suits—sold at \$4.00—in Boys' 2-piece Suits—special tomorrow \$2.95

Men's Light-Weight Balbriggan Underwear—worth 40 cents, tomorrow 25c

Fine Balbriggan Underwear—the 75c quality, tomorrow 45c

Men's Silk Bosom Shirts worth 75 cents, tomorrow 50c

Men's Good Wash Suits worth 75c—tomorrow 48c

Boys' 50c Wash Suits tomorrow 35c

Fine Wool Suits—sold at \$4.00—in Boys' 2-piece Suits—special tomorrow \$2.95

Men's Light-Weight Balbriggan Underwear—worth 40 cents, tomorrow 25c

Fine Balbriggan Underwear—the 75c quality, tomorrow 45c

Men's Silk Bosom Shirts worth 75 cents, tomorrow 50c

Men's Good Wash Suits worth 75c—tomorrow 48c

Boys' 50c Wash Suits tomorrow 35c

Fine Wool Suits—sold at \$4.00—in Boys' 2-piece Suits—special tomorrow \$2.95

Men's Light-Weight Balbriggan Underwear—worth 40 cents, tomorrow 25c

Fine Balbriggan Underwear—the 75c quality, tomorrow 45c

Men's Silk Bosom Shirts worth 75 cents, tomorrow 50c

Men's Good Wash Suits worth 75c—tomorrow 48c

Boys' 50c Wash Suits tomorrow 35c

Fine Wool Suits—sold at \$4.00—in Boys' 2-piece Suits—special tomorrow \$2.95

Men's Light-Weight Balbriggan Underwear—worth 40 cents, tomorrow 25c

Fine Balbriggan Underwear—the 75c quality, tomorrow 45c

Men's Silk Bosom Shirts worth 75 cents, tomorrow 50c

Men's Good Wash Suits worth 75c—tomorrow 48c

Boys' 50c Wash Suits tomorrow 35c

Fine Wool Suits—sold at \$4.00—in Boys' 2-piece Suits—special tomorrow \$2.95

Men's Light-Weight Balbriggan Underwear—worth 40 cents, tomorrow 25c

Fine Balbriggan Underwear—the 75c quality, tomorrow 45c

Men's Silk Bosom Shirts worth 75 cents, tomorrow 50c

Men's Good Wash Suits worth 75c—tomorrow 48c

Boys' 50c Wash Suits tomorrow 35c

Fine Wool Suits—sold at \$4.00—in Boys' 2-piece Suits—special tomorrow \$2.95

Men's Light-Weight Balbriggan Underwear—worth 40 cents, tomorrow 25c

Fine Balbriggan Underwear—the 75c quality, tomorrow 45c

Men's Silk Bosom Shirts worth 75 cents, tomorrow 50c

Men's Good Wash Suits worth 75c—tomorrow 48c

Boys' 50c Wash Suits tomorrow 35c

Fine Wool Suits—sold at \$4.00—in Boys' 2-piece Suits—special tomorrow \$2.95

Men's Light-Weight Balbriggan Underwear—worth 40 cents, tomorrow 25c

Fine Balbriggan Underwear—the 75c quality, tomorrow 45c

Men's Silk Bosom Shirts worth 75 cents, tomorrow 50c

Men's Good Wash Suits worth 75c—tomorrow 48c

Boys' 50c Wash Suits tomorrow 35c

Fine Wool Suits—sold at \$4.00—in Boys' 2-piece Suits—special tomorrow \$2.95

Men's Light-Weight Balbriggan Underwear—worth 40 cents, tomorrow 25c

Fine Balbriggan Underwear—the 75c quality, tomorrow 45c

Men's Silk Bosom Shirts worth 75 cents, tomorrow 50c

Men's Good Wash Suits worth 75c—tomorrow 48c

Boys' 50c Wash Suits tomorrow 35c

Fine Wool Suits—sold at \$4.00—in Boys' 2-piece Suits—special tomorrow \$2.95

Men's Light-Weight Balbriggan Underwear—worth 40 cents, tomorrow 25c

Fine Balbriggan Underwear—the 75c quality, tomorrow 45c

Men's Silk Bosom Shirts worth 75 cents, tomorrow 50c

Men's Good Wash Suits worth 75c—tomorrow 48c

Boys' 50c Wash Suits tomorrow 35c

Fine Wool Suits—sold at \$4.00—in Boys' 2-piece Suits—special tomorrow \$2.95

Men's Light-Weight Balbriggan Underwear—worth 40 cents, tomorrow 25c

Fine Balbriggan Underwear—the 75c quality, tomorrow 45c

Men's Silk Bosom Shirts worth 75 cents, tomorrow 50c

Men's Good Wash Suits worth 75c—tomorrow 4