

STOLE THE FRUIT.

Thieves in Jewell City Are Robbing the Cellars.

Mrs. T. B. Miller Loses Forty Quarts of Preserves.

DOORS WERE LOCKED.

Staples Pilled Out and Keys That Fitted Used.

Two Ladies Up in Eighty Years Lose Summer's Work.

Jewell, Kan., Nov. 8.—A good deal of petty thieving is going on in Jewell City now. Mrs. T. B. Miller had 40 quarts of fruit stolen from her cellar although her cellar door was thought to be securely locked. The thief had a key that fitted the lock. Mrs. Short, who is nearly 80 years old, had all her alone had 4 quarts of fruit taken from her cellar. The door was locked but the thief pulled the staples out. Mrs. Mayo, who is 85 years old, had all her fruit stolen from the cellar. Jake Metz's cellar has also been visited by the night prowlers.

SURVEYORS AT HUMBOLDT.

Neosho Shows a Fall of Fifteen Inches to Mile in That County. Humboldt, Kan., Nov. 8.—The Herald says the surveyors who are in charge of the work of finding out the cost of making the old Neosho behave itself have reached Humboldt. They passed through town with their surveyors. The work is in charge of Lawrence Brett of Lawrence, and there are seven in the party. The work is being done through the effort of Congressman Scott, who got an appropriation of \$5,000 for a preliminary survey. The work has started at the mouth of the state with the surveyors at Humboldt. The object is to get a profile map of the bottom of the stream, the surface of the adjoining land and the direction of the stream. From this it will be decided whether it will be best to build levees, straighten the channel, or have a combination of both.

The surveyors through Labette county shows a fall of 15 inches to the mile and about 55 feet throughout the county. The fall is about the same in Allen county. This is complete for a week fall, and if the channel was unobstructed it would give plenty of opportunity for the water to escape. In one place they found a shallow channel about 100 miles to cover a distance of 120 feet. There was over a foot of fall in this distance.

When the cost has not been estimated, and the method of having the work done will have to be decided by legislation, a great deal of the work needed will be simply clearing the channel of obstructions.

VALUE OF A HUSBAND.

Coffeyville Widow Wants Missouri Pacific to Pay \$20,000. Independence, Nov. 8.—A damage suit from Coffeyville has been filed in district court in which Cora A. Jones, wife of the late John A. Jones, seeks the death of her husband. A. L. Jones, Mr. Jones was employed in the Missouri Pacific yards at Coffeyville in August, 1906, and prior to that time. He was found to be in a state of intoxication and was struck by a train on August 23, 1906. A. L. Jones was making some slight repairs upon a coupling of a car which had been run up and down the track to be sure there was no danger from the cars. Through the negligence of the railroad employees an engine was switched onto track three where Mr. Jones was at work and it came down with great force and struck him against the car which was being repaired. He was caught between the coupling of the car and the engine and crushed and died within a few minutes after receiving the injury. He left his widow Mrs. Cora A. Jones with a family of five children, without means of support.

She sues the railroad company for \$20,000 for mental suffering and \$20,000 for loss of support and \$200 for exemplary damages. She wants to recover judgment against the company for \$20,000, together with costs of suit, attorney's fee and such other relief as the court deems just.

GOOD SHOWING BY SCHOOLS.

Increase at Chanute Over the First Month of 1905. Chanute, Nov. 8.—The enrollment in all the schools of this city for October reached 318 boys and 372 girls—a total of 1,180. The total a year ago was 1,700 or 520 less than this year.

The records show 46 colored pupils as against 46 last year. There was a marked improvement to show a gain of 38 for the month. In fact, there was no month of the school last year that showed so great a number of pupils neither absent nor tardy. It means among many things, better school work and the formation of good habits of punctuality and regularity.

An Old Republican Voter.

Iola, Kan., Nov. 8.—W. T. Curtis, of Gas City, believes he is entitled to the distinction of being the oldest voter in Allen county. Despite the fact that he is 86 years of age he was the third man in that a ballot in the Third ward in Gas City. He has been a Republican ever since there has been a Republican party. Mr. Curtis has an interesting history. Three times he crossed the continent of being the oldest voter in California gold fields in the latter forties and the early fifties.

A Bonus for Teachers.

Cherryvale, Kan., Nov. 8.—At the meeting of the board of education a resolution was passed that teachers who have more than 70 students in their



MR. AND MRS. AUREL BATONYI AND THE SUIT OF JAMES BURKE-ROCHE.

MRS. BATONYI long regarded as one of the most beautiful society women in America, is the daughter of Frank Roche, a New York millionaire. Her first husband, Hon. James Burke-Roché, a British subject, was divorced by her years ago in Delaware. The decree was not recognized by the British courts, and Burke-Roché has now sued for divorce on his own account, alleging that his wife, or ex-wife, is a bigamist because of her marriage to Aurel Batonyi in 1905.

rooms shall receive a bonus of 25 cents a month for each pupil over that number. This rule is to apply only to the teachers in the grade schools, and not to high school teachers, primary teachers or principals. This action was taken to equalize the difference which the greater attendance in some rooms creates, making more work for the teachers.

THE CHERRYVALE GLASS WORKS.

Ninety Men Now on the Payroll With Thirty More to Follow. Cherryvale, Kan., Nov. 8.—While the blast at the Cherryvale Glass company's plant has only fired up a couple of weeks ago, and the pots put in, now, however, the glass is in the right condition, and Monday the Lantern globe and glass globe show will start to work. Later on four additional punch shops will be put to work on blowing thin glassware.

Manager Carney stated this morning that 90 men are now on the payroll, and that the Cherryvale blast there will probably be 120. A new cracking-off machine for use on the lamp chimneys, is expected to arrive this day, and that all plans are laid to turn out, finished, a larger number of chimneys than was possible with the same men in the same time last year.

Asbes Blew Over Iola.

This morning the streets looked as though something had happened to them. The wind was blowing in the right direction last night to blow all the asbes from the furnaces at the smaller right into the heart of the city. —Iola Record.

A K. U. Secretary Resigns.

Lawrence, Kan., Nov. 8.—Willis K. Folks, for several years secretary-treasurer of the University of Kansas, has resigned on account of illness in his family. Edward E. Brown, who has been with the university for twelve years has been selected as Mr. Folks' successor.

How Billy Kicked the Reporters.

Judge Lindsey, the "kids judge" of Denver, has fought a hard fight against public opinion in behalf of his method of putting young "criminals" on their honor to go along to the reform school. One day the Denver newspapers, feeling sure of the judge's failure in a particularly doubtful case, sent some reporters to write it up and "get a good story on the judge." The following, told by Lincoln Steffens in the November McClure's, relates the interview that took place between the boy and Judge Lindsey: "What do you think the cops have told those reporters, Billy?" he said. "They have told them that that fool judge was going to trust little Billy B. to go to the industrial school all by

RAILROAD NEWS.

Harriman Now Controls Railroad From Atlantic to Pacific.

Was Successful in Ousting Fish From Illinois Central.

FORMS THE LAST LINK.

Purchase of B. & O. Stock Gives Him Atlantic Terminals.

Gossip and Matters of Interest in Railroad Circles.

New York, Nov. 8.—By the election of J. T. Harriman, president of the Illinois Central railroad to succeed Stuyvesant Fish it is believed E. H. Harriman has at last realized the fulfillment of his plan to control a railroad line from the Atlantic to the Pacific oceans. In this great plan the Illinois Central was the one link missing to complete a line of track from New York to San Francisco and Portland, Ore., from the great lakes to the gulf of Mexico and from the gulf to the Pacific again. Until within a few months eastern terminals of the Harriman system were at Kansas City, Omaha and New Orleans. The first important step in the direction of securing the Atlantic seaboard of the Union Pacific and Southern Pacific is believed to have been taken by Mr. Harriman several weeks ago when it was reported that one of the roads under his control had taken over control of the B. & O. by purchase of a block of 400,000 shares of the B. & O. company which will carry the Harriman railroad company. This would give Mr. Harriman a route from Chicago and St. Louis to Baltimore and New York to complete the Harriman proposition for a continuous line from ocean to ocean it was necessary only to connect the western terminals of the B. & O. with the eastern terminals of the Southern Pacific and Union Pacific and this purpose the Illinois Central serves amply. Its lines from Omaha to Chicago tied together the Harriman line and B. & O., while the Illinois Central branch from Chicago to New Orleans gives the Southern Pacific entrance into Chicago and the harbor.

Taken together the system it unified, puts under one control more than 23,000 miles of track, capitalized at more than \$1,700,000,000. J. T. Harahan, vice president of the Illinois Central, was elected president at a meeting of the board of directors in this city by a vote of 8 to 0. The other directors were J. W. Hutchins, Robert W. Goebel, James T. Harahan, E. H. Harriman, Walter Lutgert, Charles A. Peabody and Cornelius W. Kelly. The meeting is reported to have been a stormy one. The directors who voted for Mr. Harahan were John J. W. Hutchins, Robert W. Hutchins, Robert W. Goebel, James T. Harahan, E. H. Harriman, Walter Lutgert, Charles A. Peabody and Cornelius W. Kelly. The following directors did not vote: Stuyvesant Fish, Charles M. Beach, J. Dewitt Cutting and Charles S. Demmon. Mr. Fish, together with the other member of the board, John C. Welling, another director, was not present owing to illness.

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Official Declares It Legal to Exchange—Predicts Revision of Ruling. Subsequent to the interstate commerce commission's interpreting the new law in regard to reciprocal advertising, it is believed that nothing but a decision by the commission can be received for advertising, a well known railroad official gives out the following statement: "The railroad industry is not the equivalent of actual money without incurring expense upon itself. Personal services or commodities are exchanged between two parties for an amount represented in money. The entire manufacture and commerce of the United States the credit between seller and buyer is represented by money value, not by actual money exchange. A tyro in political economy knows all this. No law can prevent a man trading with his hand with an eliminating currency in right of way. Many a bushel of potatoes or apples has been exchanged for a country commodity without any money being exchanged. Newspapers at terminals will only take cash for advertising. Their position is totally different from the country newspaper. They do not care to trade with the railroads in exchange for transportation, because they would have more than they needed. On the other hand, the railroads could not afford to pay the business of country papers in cash, nor could the country papers afford to pay fare to collect information from nearby points. It is a report that John Brown has indicated his barn. This is an insignificant item to a city man with a swelled head. He cannot see our wide extended country as a whole, he only sees the dirt under his feet. A man knows that that little statement induced John Smith in the next town to paint his barn, and so created a demand for paint, and it is a substantial enterprise of the county which is being stirred up by the country editor that helps to make the big cities and even the large newspapers in the big cities interdependent. Everything pertaining to industrial development and enterprise is interdependent. The railroads have always traded with the country papers in exchange for advertising, and they will continue to do so as long as the two parties can agree to accept each other's product in trade—an amount represented by a money value, but not by actual money. Actual money need not pass in any trade, and no specific law will ever hold that would destroy the power of exchange between two commodities, because besides being special legislation it would be fundamentally against reason. A government has the right to regulate commerce and to interfere with the service of a public utility for service, but it cannot say that actual money shall pass between the parties from both sides of a transaction. Goods represent money and transportation and advertising space are commodities. Referring to this same subject, a passenger official says: "If the ruling of the commission remains unchanged the larger systems of track and perhaps others will make no contracts to exchange transportation for advertising, not even for traveling within state limits where the commission has no jurisdiction. They will take this position rather than take chances of being accused of giving such transportation for the different states through which their lines pass, in order to make the holder to make a long state journey. It might be construed as an evasion of the law, though I am not so sure that this would be sound or equivalent to a violation. In my opinion, however, such a treatyman would be a breach of contract, and I am told, without first consulting the attorney general of the United States. If they had done so or his opinion is heretofore obtained, he will, in my judgment, tell the commission that their ruling is not good law, notwithstanding the fact that nearly every member of that body is a lawyer. He will also, I believe, say that the framers of the law never contemplated anything so absurd and drastic that the law requires not an exchange in kind, otherwise cash, as the commission has held, but an exchange of equal value, and that is exactly what the giving of transportation for advertising amounts to. In other words, we could not lawfully, in balancing accounts, name a lower

DR. PRICES.

WHEAT FLAKE CEREAL

is prepared under the personal supervision of Dr. V. C. Price, whose name as a manufacturer of pure food products is national. No breakfast food can compare with it, as it contains all the elements found in the body. 10 cents a package. For sale by all Grocers

An Historic Italian Town.

Rimini is full of associations with thrilling people of the past. It was here that Caesar crossed the Rubicon. We crossed ourselves on the very bridge which he crossed. It was here that St. Anthony came to preach, and finding no people who would give heed to him, turned in despair and preached to the fishes who raised their heads out of the water to listen to him. There is a chapel which marks the spot where he stood by the water. In Rimini lived Paolo and Francesca, the lovers of whose love everyone knows. —November Travel Magazine.

The Land of Weeeka Biscuit - The Modern Soda Cracker - Bounded on the North by the Purity of the Snows; on the South by the Nutritious Wealth of the Tropics; on the East by the Healthfulness of Scientific Baking; on the West by the Energizing Power of the Mountains. NATIONAL BISCUIT COMPANY

ATHLETES TO KEEP IN GOOD TRIM MUST LOOK WELL TO THE CONDITION OF THE SKIN. TO THIS END THE BATH SHOULD BE TAKEN WITH HAND SAPOLIO All Grocers and Druggists

SWITCHMEN OFFERED RAISE. Strike Danger Averted at First Conference—May Arbitrate. Chicago, Nov. 8.—The switchmen's threatened strike Tuesday night seemed to have been averted at the last moment by a new compromise offer on the part of the railroads, which agreed to raise wages 3 cents an hour and afterward made the further concession of proposing arbitration on any schedule higher than the one tendered. The 3 cent offer was rejected both by the Brotherhood of Railroad Trainmen and the Switchmen's union, but the two organizations went back into conference with a committee of general managers at 8 o'clock in the evening. When they had the full details of the railroads' offer, the Switchmen's union declared that an amicable settlement on some basis would be reached before this morning. In one respect the conference between the switchmen employees and the road officials was remarkable. It is said this is the first time the railroads have consented to meet their employees jointly in the capacity of union representatives. A subcommittee of general managers was appointed to meet the trainmen's committee, while another subcommittee conferred simultaneously with the switchmen's representatives. The trainmen carried no threats of a strike to the managers, if their demands were not acceded to, but the switchmen's committee, in keeping with their announced determination, served notice that a strike would be ordered at 7 o'clock tonight, provided a "substantial" increase in pay was not forthcoming. The conferences lasted all day, and in the evening the respective committees of employees retired to their hotel headquarters to lay the matter before their general boards. At the Sherman house the trainmen voted to go back to the managers with a demand for 5 cents an hour increase. The switchmen, on the other hand, while voting also to reject the 3 cent proposal, avoided setting a definite figure which would be satisfactory to them. It was understood, however, that if the roads should see fit to offer a 4 cent an hour more than the present scale it would be accepted. The arbitration proposition also appealed to the switchmen. Three means of arbitration were proposed: The interstate commerce commission, a railroad commission of five, or a commission of five to be named by President Roosevelt.

Made Happy for Life. Great happiness came into the home of S. C. Blair, school superintendent, at St. Albans, Vt., when his little daughter was restored from the dreadful complaint named. He says: "My little daughter had St. Vitus' Dance, which yielded to no treatment but grew steadily worse until as a last resort we tried Electric Bitters; and I rejoice to say, three bottles effected a complete cure. Quick relief for nervous complaints, general debility, female weakness, impoverished blood and malaria. Guaranteed by Arnold Drug Co., drug store. Price 50c."

More Men Are Needed. Eight thousand men are needed immediately to assist in the construction of the Western Pacific, which is to form an important link in George J. Gould's proposed transcontinental line. Some time ago the passenger agents were instructed to assist in securing workmen and at that time it was announced that 5,000 men were wanted. This number has been increased by

Scott Lord Leaves Santa Fe. Scott Lord, assistant ticket agent in the Kansas City Santa Fe passenger office, has resigned to accept a position with the Burlington next Monday.

Robert Bacon Resigns. Chicago, Nov. 8.—At the annual meeting of the Chicago, Burlington & Quincy railroad held here today all of the retiring directors were re-elected with the exception of Robert Bacon, who resigned. John F. Talmage of New York, was chosen in place of Mr. Bacon.

W. I. MILLER Lumber Co. 213 EAST SIXTH STREET.