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world in unison. The Cleveland home is not pestered by newspaper men. His timely suggestion that the ex-presidents of the United States ought to be pensioned is meeting with almost universal approval. All realize that he is not doing this from any desire for personal gain, as he is comfortably well off. He desires only to call attention to this for the benefits of future ex-presidents, as he sees the necessity for such a method in the future.

HOBSON STORY DENIED.

Lawrence Spear Says He Did Not Make Him an Offer.

Washington, March 18.—Lawrence Spear, an employe of the Electric Boat company, was the principal witness today before the Lilley Submarine Boat company investigation committee. Representative Hobson (Ala.) testified before the committee several days ago that Mr. Spear informed him that his company would use its influence with the speaker to have him placed on the naval committee, "if he stood right on submarines."

Mr. Lilley has filed with the committee an unsigned communication asking that "William Duels of New York city, and Robert Mica Floy of Gold Springs Harbor, N. Y., both formerly directors of the Electric Boat company, resigned because of the amount used for corruption, or for which they would make no accounting."

Mr. Spear said that he was one of the vice presidents and the naval constructor of the company. He is a graduate of the naval academy, having served in the coast guard and relieved Mr. Hobson in charge of the school of naval architecture at Annapolis. He resigned from the naval service July 1, 1902, and entered the service of the Submarine Boat company.

Mr. Spear said that the last time he had seen Mr. Hobson was at the capital a month or six weeks ago. He had gone to see him, he said, at the instance of Vice President Frost of the Electric Boat company, to give him a friendly warning against another man who was trying to influence submarine boat legislation.

In his testimony today Mr. Spear denied that he had told Representative Hobson that he could assist another man who was trying to influence submarine boat legislation. He admitted he had told Hobson's secretary that he would assist Hobson in any way he could.

FORCED TO RESIGN.

Kaiser's Cousin Quits Army Rather Than Give Up a Woman.

Berlin, March 18.—Prince Joachim Albrecht of Russia, second cousin of Emperor William, has resigned from the army, where he held the rank of major and will not again be permitted to wear the German uniform. The resignation of the prince, it is stated, was requested by Emperor William.

According to the Mittag Zeitung, Emperor William has been extremely dissatisfied with the prince because of his continued relations with Baroness Liebenburg. It was because of his interest in this woman that the prince was punished 18 months ago by being sent out to join the German forces in the field in Southwest Africa. The baroness was at one time an actress and played in the theaters of Berlin. Her maiden name was Marie Sulzer. The prince desired to marry her, but this was impossible because of the inequality of their social stations. Maria Sulzer then obtained the title of Baroness Liebenburg through marriage with an American baron, a suburban office at Brixton Hill, London, she and the baron parting at the conclusion of the ceremony.

It is declared that the baron was to receive a large sum of money for having conferred his title upon the actress so that it would be possible for her to marry the prince, after she had secured a prearranged divorce from her husband. It was also stated that this financial transaction was never completed and the divorce was never obtained. In the meantime the prince and the baroness had been living in a declared, under a transparent incognito in Prussia. This went on until Emperor William decided to intervene.

California or the Northwest. Now is the time to go. Only \$30.00 via Union Pacific every day, March 1st to April 30th, 1908, to San Francisco, Los Angeles and many other California points; also to Portland, Seattle, Tacoma and many other Oregon and Washington points.

Tickets good in Tourist Sleeping Cars. By taking a tourist sleeper, passengers can materially reduce the cost of a Pacific Coast trip without sacrificing the slightest degree of comfort. Tourist Sleeping Cars run through daily via Union Pacific. For reservations and all information inquire of F. A. Lewis, City Ticket Agent, or J. C. Fulton, Depot Agent.

CHANGE IS UNPOPULAR.

Union Pacific Officials May Return to Old Division Points. Rumor has it that the officials and employes of the Union Pacific are not pleased with the new arrangements of having the crews of the freight stop at Salina and go back to Ellis. It is claimed that a new time table will not be issued until the matter is given a better trial. But if it is not more satisfactory than it has been, another change will be made. It is said the change suggested is that several crews do local work from Salina to Ellis and that the remainder of the crews run through. This would accomplish more than the present way.

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RAILROAD NEWS.

Threatened Action Against Harriman System Helps Hill.

Southern Pacific Must Cut Out Portland Tourist Business.

SHUTS OUT SEATTLE.

Northern Pacific Road Only Gateway to Puget Sound.

Other Items of Interest in Railway Circles.

It is believed that the Harriman lines are barred from retailing upon the Hill lines, for the closing the Portland gateway, by the defense they have to make to the proceedings of the government to dissolve the combination. The allied lines will have to contend that they are distinct and competitive. Force would be given to the contention of the government if the Southern Pacific should make common cause with the Union Pacific. It would be considered evidence of an illegal merger of the lines.

The situation does not affect round-trip tourist tickets from the east to Puget Sound cities through the Huntington gateway from points west of Denver. Portland must be made the destination, baggage rechecked and new tickets bought to continue the remainder of the journey. The following statement has been made by A. D. Charlton, assistant general passenger agent of the Northern Pacific: "The ruling of the commission requiring concurrence of our line in tariffs to the Pacific Northwest and without which through tickets via Portland cannot be sold in effect on the interchange of business covering roundtrip tickets. Only one-way business is affected. There is concurrence between our road and the Southern Pacific in the ticketing of business from California via the Northern Pacific, for local as well as through traffic."

Interchange California Business. We also occur in the interchange covering all westbound business into California. We do not anticipate any change in our relations with the Southern Pacific, as it is a distinct and separate line from the Oregon Navigation, the Oregon Short Line and the Union Pacific system, and we all know that the Southern Pacific is a competitor of the Oregon Navigation, the Oregon Short Line and the Union Pacific for this business. Portland loses nothing by the gateway, has been opened by the Spokane, Portland & Seattle Tourist business through Portland is not confined to the Northern Pacific, but may be conducted as usual over the Great Northern and the Canadian Pacific.

Notwithstanding this reassuring statement, railroad men outside the Hill lines are not comfortable, as a result of the closing of the Portland gateway. It is said that the cause lies further back than the ruling of the commission and is found in the refusal of the Hill lines to participate in the agreement of transcontinental lines. This permitted Harriman lines taking passengers through the Huntington gateway via Portland to the Sound and to absorb the local fare between Portland and Puget Sound cities. The refusal of the Hill lines was followed by the action of the commission in ruling that nonparticipating roads could not be legally forced to accept through tickets of other lines. The object of the Hill lines was obviously to get the long haul of the coast rather than permit the Harriman lines to carry passengers clear to Portland before the Hill lines earned anything on it.

Passengers to Puget Sound from Denver or east of that city must travel via Billings or St. Paul, unless they want to pay the additional local fare from Portland. It must also be paid on the return journey through Portland. Points west of Denver including Salt Lake City, Ogden and others, can still sell tickets to Puget Sound stations in Portland, since that territory is not competitive with the Hill lines. To all far eastern points the bars have been put up by the interstate commission.

Will Cut Down Tourist Travel. In the opinion of railroad men the considerable extent of the customary summer tourist travel to Puget Sound through Portland, and corresponding advantage to the Hill lines.

HURLEY MAKES HIT AT WICHITA

Citizens of Windy City Pleased With Visit of Popular Santa Fe Official. The Wichita Eagle in the issue of Monday tells of General Manager J. E. Hurley's visit to that city, and pays the following tribute to his prowess as a golf player: "J. E. Hurley, general manager; J. M. Koonz, general freight agent; J. M. Connell, general passenger agent; and Harlow Hurley, son of J. E. Hurley, Santa Fe railway, of Topeka, spent Sunday in the city, the guests of George T. Walker, L. C. Jackson, Frank G. Wood and O. A. Brown."

The officials arrived in the city yesterday morning from Guthrie, in Mr. Hurley's business car. In the morning the party was taken in automobiles by Mr. Walker and Mr. Jackson on a spin over the city. After luncheon at noon in Mr. Hurley's car, the party went in automobiles to the golf links at the Country club where the afternoon was spent in playing golf. The officials played twice around. While Mr. Hurley had not attracted very much attention as a golf player, except at his home in Topeka, yet he had everybody watching him yesterday. In going over the scores at the end of the games, it was found that Mr. Hurley had finished the first in 47 and the second in 45. This is considered pretty fair playing in Wichita and it is needless to say that it must be excellent when it was done by Topeka players.

At the evening, after dinner in Mr. Hurley's car, Frank C. Wood, president of the Commercial club, entertained the officials at his home. The Beacon of the same date also tells of Mr. Hurley's visit as follows: General Manager J. E. Hurley of the Santa Fe railway of Topeka, who was in the city yesterday, is feeling optimistic over conditions generally. Mr. Hurley gave assurance that if conditions continue to improve the Santa Fe will make good the promise made last fall to the Seneca to build this year in Wichita a new \$200,000 passenger depot, a \$50,000 round house, and add other improvements to its facilities here, costing about \$75,000. "Every time I come down," remarked Mr. Hurley with a smile, "I like Wichita better. I intend to come to

Cupid Dictates Vassar Chocolates

Cupid knows a thing or two—and the ways of women—hid from the wise and prudent—are like an open book to him. So when Cupid dictates Vassar Chocolates, he knows whereof he speaks—and if you really want to please "her" take his word for it.

Vassar Chocolates are packed in beautiful boxes with the contents triply protected to keep them in perfect condition.

Each dainty, creamy center—exquisitely flavored with pure fruit extracts—in its little brown nest of richest, sweetest smoothest chocolate, will be a desire for "her" enjoyment. "She" will tell you why Cupid dictates Vassar Chocolates—they're "perfection in confection."

So much better than other chocolates that Cupid counts them one of his most effective weapons.

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7:30 P. M.	8:10 P. M.
8:30 P. M.	10:30 P. M.
9:30 P. M.	10:35 P. M.

the city oftener and get better acquainted with her business men. There are so many advantages and good things in Wichita that every time I visit here I find something new.

"I am just as anxious as anyone," continued Mr. Hurley, "to see a new passenger depot in Wichita. We have got to spend between \$200,000 and \$300,000 on improvements in Wichita within the next two years in order to handle our freight and passenger business here."

"I look for conditions to continue to improve, and you may rest assured the Santa Fe is going to do the right thing by Wichita, as we fully appreciate what Wichita has done and is doing for us."

SANTA FE OPENS NEW HOTEL.

Fray Marcos, at Williams, Arizona, Under Harvey Management. Williams, Ariz., March 18.—Fray Marcos, the new Santa Fe station hotel here, under the management of Fred Harvey, was opened yesterday. This newest of the Harvey houses is a long, one-story building, on the north side of the railroad track, just west of the old depot. It is built of reinforced concrete, with wide porches, like an old Spanish mission. There are twenty-five bedrooms, some of them with private bath. The public rooms consist of a restaurant, where all meals are served a la carte; a lunch room, a lobby and a large Indian room. The latter contains easy chairs and writing tables. The hotel has every modern convenience, such as steam heat, electric lights, baths, etc. It is up to the Santa Fe standard in every respect.

SANTA FE MAKES LOW RATES.

Will Announce Reduced Fares to Eastern Summer Resorts. It was announced authentically today from the office of the general passenger agent of the Santa Fe, that the low rates of last season would be made again this season for eastern points. These rates have been definitely decided although the rates to the various points have not been fully made out. There is a strong probability that the Santa Fe may be able to announce lower rates than last season although this has not been definitely decided as yet. The business of last year to eastern points was

MOST PEOPLE DO NOT KNOW CAUSE OF THEIR SICKNESS

Does human health depend on one organ alone? This question is becoming widely discussed since L. T. Cooper first advanced his theory that the stomach is the true seat of life and all health dependent upon it.

Mr. Cooper, who has met with remarkable success in the sale of his new medicine, believes that the stomach is responsible for most sickness, and that this organ is weak in the present generation. While discussing this theory recently, he said: "I am asked time and again to tell why my medicine has made such a record wherever I have introduced it. My answer always is, 'because it restores the stomach to a normal condition.' No one will deny that today there are more half-sick men and women than ever before. Nothing critical seems to be the matter with them. They are in fact, half-sick most of the time. They don't know really what is the matter with them. I have talked with thousands during the past two years, and few knew indeed what their trouble was. One said, 'nervousness,' another said kidney trouble, another liver complaint, some constipation, or heart trouble, or lung trouble. Many had treated, as they called it, for most of these diseases at different times. A very common complaint is 'all run down,' or 'tired all the time,' or 'no appetite.'"

"I know positively that every bit of this chronic ill health is caused by stomach trouble, and nothing else. My New Discovery puts the stomach in sound condition in about six weeks. Mighty few people can be sick with a sound digestion. That is why my medicine is selling at such a tremendous rate. I have convinced many thousands of people that these things are so, and the number is growing by leaps and bounds."

Among more recent converts to Mr. Cooper's beliefs is Mr. Edgar L. Hinds living at 8 Tappan Street, Everett, Mass. Mr. Hinds has this to say on the subject:

"I have suffered with stomach trouble for eight years. I was not sick enough to be in bed, but just felt bad all the time. My greatest trouble was that I always felt tired, would get up in the morning feeling as tired as when I went to bed."

"I had a very irregular appetite, and was troubled with dizzy spells. If I stood for any length of time, I would have a dull pain in the lower part of my back. I was nervous and felt all the time as though something terrible was going to happen. I tried many kinds of medicine, but nothing ever helped me."

"I had about given up all hope of ever being in good health again, when I heard so much of Cooper and decided to try his medicine. I took one bottle of his New Discovery and was greatly surprised at the result. I gained 12 pounds in a few weeks, I can now eat anything I wish, and feel like a new man. I cheerfully recommend this medicine to all sufferers from stomach trouble."

It is worth anyone's time, who is not enjoying good health, to learn of Mr. Cooper's wonderful preparations. We are selling them in large quantities. —Geo. W. Stanfield, 632 Kansas Ave.

GROVER CLEVELAND, HIS WIFE AND THEIR RESIDENCE AT PRINCETON, N. J.



CLEVELAND IS 71.

Former President Celebrates Birthday Quietly at His Home.

Princeton, N. J., March 18.—Today Grover Cleveland is celebrating, in his quiet way his seventy-first birthday. Although many reports have been current lately to the effect that he is ill, still today finds him comparatively hearty for a man of his years.

President Cleveland, being the only living ex-president of the United States, is a man of international interest. He is a typical American and during his two terms as president of the United States left a decided impression on its history.

This afternoon the students of Princeton university will gather for their annual celebration of his natal day. The students will form a procession and march to his residence. There amid great enthusiasm and applause is expected Grover Cleveland will make a brief speech to the students, as has been his custom for years. His life here at Princeton is simple, quiet and unostentatious. He is frequently seen on the streets when the weather permits, in conversation with the town people and college professors. For years it was his custom to enter actively into local politics, but of late years he has withdrawn entirely from this.

Grover Cleveland's wife is charming and is thoroughly liked wherever she is known. His children are a source of great happiness and pride to Mr. Cleveland. He seldom leaves Princeton. Being director in the Metropolitan Life Insurance company and prominent in the Association of Life Insurance Presidents, he has occasionally to make a business trip to New York and always returns as soon as possible.

Correspondents of the large New York and Philadelphia dailies find it very hard to secure interviews with Mr. Cleveland on public questions. If he has anything to state he calls about him students who represent these papers and they telegraph it over the

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