

HAVE MADE REPORT

OKLAHOMA COMMERCE COMMITTEE SUBMITS A FEW REMARKS.

They Visited Texas With Delegates From Other States and Gave Full Details of What They Saw, Heard and Did—Very Clear Showing Made of the Great Resources of the West and the Tremendous Tonnage Produced for Shipment—They Tell About Frauds and Discriminations on the Part of Railroads.

The meeting of the interstate commerce committee of Kansas, Nebraska, Oklahoma and Texas at Guthrie during the week was an important event and there is hardly a question but what the movement inaugurated there to get all the states of the west together will result in great good. At the meeting Colonel Brooks Forrest of El Reno was secretary of the Oklahoma committee at the Texas meeting and Captain Garrison of Grant county, who was made chairman, made the following report to Governor Renfrow. It will be found of interest now when it is apparent that the people of the west are getting together in an effort to secure a reduced cost of transportation for the products of their farm. The report was published in outline in Friday's Eagle, but an outline was not adequate for such an important matter, and the report is given in detail as follows:

To His Excellency, the Honorable W. C. Renfrow, Governor of Oklahoma. Dear Sir: Pursuant to the provision of joint resolution No. 9 of the Forty-third general assembly of Oklahoma territory, the following named persons were duly appointed to confer with like committees appointed by the legislatures of the states of Kansas and Texas concerning the inauguration of methods to procure reductions in transportation rates to deep water, to-wit: By Governor Renfrow, C. A. Galbraith and R. B. Forrest; by the president of the council, William Garrison and H. H. Hays; by the speaker of the house, R. B. Shannon, W. Christian and J. P. Cherry. Having accepted said appointments said committees beg leave to submit the following report of proceedings had by this committee:

The members of the committee met during the closing days of the legislature in the city of Guthrie and organized by the election of Senator William Garrison as chairman, and subsequently selected R. B. Forrest as secretary. On the 5th day of April, 1897, the committee met at Oklahoma City with the like committees appointed in the state of Kansas, and a joint conference was held between the Oklahoma and Kansas committees; said joint conference resulted in the appointment of a sub-committee of six, consisting of W. F. Brown, C. W. Johnson and Ed. T. Hackney of the Kansas delegation, and Senator William Garrison and Representative Shannon and Cherry of the Oklahoma delegation. The duty assigned to this sub-committee was to visit Texas, and particularly the gulf points of that state, to gather statistics and data, to be of use at the general conference of the committee to be thereafter held on the 15th day of April, 1897, at the city of Austin, Texas. Said sub-committee was to report to the Kansas and Oklahoma committees on the 14th day of April, 1897, at the city of Austin.

Pursuant to arrangements the said sub-committee proceeded to Texas for such purpose, Senator Garrison and Representative Shannon accompanying it from Oklahoma and on the evening of the 14th day of April, 1897, did report to the Kansas and Oklahoma committees as follows: "Mr. Chairman—Your sub-committee, acting under your instructions, proceeded directly from Oklahoma City to Galveston.

"We were given a most hearty reception by the business men and leading citizens of the city, who were unparagoning and unremitting in their efforts to make our stay both profitable and pleasant, and they were zealous in their endeavors to give us all the information in their possession.

"We have visited the great wharves and warehouses which are capable of accommodating an immense ocean tonnage. "We found elevators capable of holding about 2,450,000 bushels of grain, while it is proposed to erect another in the near future.

"Major Miller, who has charge of the government work, and who superintended the construction of the jetty, tendered us an invitation to accompany him on the government tug for a tour of inspection of the jetty, which invitation was gladly accepted. This work is one of stupendous magnitude. The general government has expended from first to last something like \$8,000,000 on this work, which is now practically completed. Soundings were made at the mouth of the jetty and showed a depth of from twenty-four and one-half to thirty feet, despite the fact that the tide was at its lowest ebb, and as the tide rises to a height of about two feet, proving that the high tide is sufficient to float vessels of the largest tonnage.

"Your committee is fully convinced that the port of Galveston is one of boundless and limitless possibilities, and we are assured by one of the leading ship brokers, that while he furnished 100 ships during the past six months of an average tonnage of 3,500 tons, he could have furnished a great many more had there been sufficient freight to demand it.

"Your committee is fully convinced further that Galveston harbor is one of the finest and safest in the world, and while we are discussing this phase of the question it might be well to notice the facilities for handling grain a little further and the cost thereof.

"The railroads that enter Galveston all have their terminals at the wharf, of which there are about fourteen miles, so all grain for export is hauled by the engine directly into the elevator, where it is unloaded into the chutes, and the vessels anchor by the elevator's side and the grain is loaded directly from the elevator into the ship, and to illustrate the rapidity with which this work can be done, permit us to inform you that a cargo of 150,000 bushels of wheat was loaded into a vessel in the very short space of two hours and forty minutes. Statistics prove that the import business of Galveston has increased about 60 per cent during the year past, and investigation proved to the satisfaction of your committee that the only bar to a further and more extensive increase is the exceedingly high and discriminating freight rates that are in force in the interior and we would regret in this connection that the wharfage charges at Galveston are 1 per cent per bushel as against 2.50 cents in New York and 1.75 cents in Chicago, and we are assured by good

figure in the commerce of the world. But while the discriminations against cereals are great, the discriminations against cotton are greater. The rates of cotton from Fort Worth to Galveston is 65 cents per hundred, and the rate from Oklahoma is 73 cents per hundred, which makes the rate on cotton about equal to first class freight and 50 per cent higher than sugar.

"This your committee views, not only in the light of discrimination, but rather in the light of an inexcusable outrage. "In conclusion let us state that we have met a most cordial reception by the people of the great state of Texas. Everything that could be done to make our stay both pleasant and profitable was done. Her citizens are evidently awakening to the full importance of lower freight rates, and Oklahoma and your committee is fully convinced that the business men and the people of Texas generally are standing ready to join hands with us in any move that will bring about this much desired result."

Which report was adopted by the Kansas and Oklahoma committees in joint session.

Upon reaching Austin the committee was advised that the legislature of Texas had not completed action towards providing for such conference committee from that state, a resolution for that purpose having been introduced in the senate, and having passed that body was then still pending unacted upon in the house of representatives. Upon the arrival of the Kansas, Oklahoma and Nebraska committees—the authorities of the latter state having taken steps to have representatives at such conference—the house of representatives of Texas, and the committee on the part of Texas, unanimously passed the senate resolution providing for the appointment of such committee by the governor of that state.

On the 15th of April the governor of Texas, pursuant to said resolution, appointed a committee of five members to participate in said conference.

Thereafter, at 2 o'clock p. m., on the 15th day of April, 1897, the Kansas, Nebraska, Texas and Oklahoma conference committee were called to order by Lieutenant Governor Jester of Texas, in the senate reception room of the capitol. Governor Leedy of Kansas presented the purpose of the conference.

Governor Leedy was therefore selected as chairman of the joint conference, and R. B. Forrest of the Oklahoma delegation was chosen as secretary.

The purpose and objects of the conference were discussed by the members of the committee, and other persons present, who were interested in the projects sought, who were also permitted to participate in such discussions. Such proceedings were had which resulted in the appointment of committees usual to such gatherings. The joint conference committee was composed of the following appointees from said several states and the territory:

Texas: A. Kamp, Wichita Falls; Walter Tipton, El Paso; James H. Houston, Brownsville; R. N. Johnson, Waco; W. R. Sanford, Sherman. Kansas—George Campbell, Oswego; L. P. King, Tannehill; W. F. Brown, Cowan; Ed. L. Hackney, Wellington; G. W. Johnson, Republic. Nebraska—Represented by Warwick Saunders, Columbus. Oklahoma—William Garrison, Pond Creek; H. H. Hays, Perkins; R. B. Shannon, Okarche; R. B. Forrest represented the territory.

By unanimous consent, Walter Gresham, J. D. Denison and John Reymeyer, appointed by the Galveston chamber of commerce, were permitted to participate in the proceedings of the conference.

A committee consisting of Warwick Saunders, W. F. Brown, William Garrison, J. D. Denison and John Reymeyer was appointed to draft a memorial to be presented to the Interstate Railway commission, which was presented in a body at Austin on the 15th and 16th of April taking testimony. Said committee reported the following memorial, which was adopted and presented to the Interstate Commerce commission:

Austin, Tex., April 16, 1897. To the Hon. Interstate Commerce Commissioners: It is respectfully represented to your honorable body that the states of Texas, Kansas, Nebraska and Territory of Oklahoma, pursuant to joint resolutions adopted by the legislative bodies of these several states and territory, have appointed certain commissioners with instructions to severally and jointly devise ways and means to secure equitable rates on north and south shipments of the products which may be laid down by the merchandise wharves by water.

It is further represented that the present exorbitant rates on north and south business practically prohibits the use of the shorter and cheaper haul to the gulf ports. That an adjustment of freight rates, so as to guarantee the same rates per ton per mile is now certain for east and west bound traffic, observing the rates of the long and short hauls, as laid down by your honorable body, would result in immense benefit to the people of the states and territory named, and would not be unfair to the public carriers.

Your attention is respectfully called to the fact that the natural trend of commerce of these states and territory is grossly diverted into channels which impose unnecessary burdens by reason of the enforced long haul.

Your attention is further called to the fact that the deep water harbor facilities for loading and unloading great ocean-going vessels have been secured, and the only difficulty to overcome in order to be able to utilize the gulf ports and the short hauls thereto for outgoing and incoming business is the unjust discrimination in railroad freight rates.

The products of Kansas, Nebraska and Oklahoma, on account of being denied by the transportation companies the natural benefits which should accrue from their nearness to tide water and the markets of the world, are being impoverished and driven to a spirit of desperation.

Holding ourselves ready to be at your service, we would urge your honorable body to take cognizance of the grievous conditions briefly stated, and earnestly urge that you endeavor to bring about such relief as is warranted by circumstances. All of which is respectfully submitted.

WM. GARRISON, Chairman. The following committee was appointed on permanent organization and order of business: Kansas, L. P. King; Oklahoma, R. B. Shannon; Texas, J. B. Wells; Galveston Chamber of Commerce, Walter Gresham; Nebraska, Warwick Saunders. This committee reported as follows: State Capitol, Austin, Tex., April 17, 1897. Mr. Chairman—Your committee

RUMBLE IS HEARD

WHAT THE EARTH CURRENT IS SAYING OF FUTURE POLITICS.

Politicians Who Have had Their Eyes to the Ground Give a Good Long List of Substantial Possibilities—John Seaton of Atchison is an Avowed Candidate—Cy Leedom is in Favor of Chester I. Long—Jim Simpson's Talk is Interpreted That Way Also—Jim Troutman is Getting Great Many Votes.

The Kansas Mail and Breeze has had its ears to the ground recently and it interprets what it has heard in the following article which will be found an interesting gubernatorial speculation. It says:

Who shall be the Republican nominee for governor next year? That is a question which, more than anything else, is agitating the Republican leaders just now. A dozen prominent Republicans have been mentioned in connection with the nomination, but so far the party seems to be entirely at sea; and it is not apparent that sentiment is drifting toward anyone.

The Republican managers express the greatest confidence in their ability to elect the governor in 1898. It is generally conceded that plans are being laid by the opposition leaders for a fusion state ticket next year, and even now it is safe to count on a complete coalition between Populists and Democrats. Leedy, Simpson and Harris, on the part of the Democrats, have already committed themselves to the fusion policy. They publicly announce that the two parties must get together and have promised everything in their power to bring about a complete union of forces. Their plan, it is said, is to throw Supreme Court Justice Allen overboard and give that place to the Democrats. Secretary of State Bush is also to be sacrificed. If present plans should be carried out, the gubernatorial contest will be a contest to elect the state ticket in Kansas in the off year, and the leaders have no reason to feel that the approaching contest will be an exception. They believe the party is in better condition to secure a return to power next year than it was four years ago when the Lewelling administration was turned down; the party is better organized than at any time in its history, and the turning down of the Leedy administration was by no means a defeat, but rather a triumph, as the Leedy administration in 1894. It is already announced that the Populists intend to ignore their legislative record so far as is possible and attempt to force the silver issue. It is their scheme to unite the three elements—Populist, Democratic and Republican silverites—upon a free silver platform. Just how free silver can be made a state issue has not yet been explained, but it is their purpose, nevertheless, to talk free silver instead of railway legislation. The Republicans are counting on thousands of votes by reason of the terrible blunders of the late reform legislature. Reports from every section of the state are to the effect that the independent voters who last year supported the Leedy ticket are thoroughly disgusted with the record of the present legislature, and when I consider the different opinions of the Populists from one end of the land to the other, coupled with the distrust of the leaders of the party, one can be somewhat bewildered.

"I am informed that there never was a time when the people are as willing to listen as now; but when Populist speakers talk they must keep the People's party in the background, otherwise they will be accused of having Hanna's money in their pocket, so the conditions are such in the People's party that a man cannot be honest if he will; he must be half a Democrat or shut his mouth and link himself with just such an outfit as you describe in Oklahoma. And let me remind you that the same animal is here at the capital. The People's party, in a half-hearted way, is trying to nag the Republicans to do something for the people, and to withhold their support from the Democratic party under the leadership of Bailey, in the same list with the Republicans. The real truth of the matter is that the People's party in the last campaign cohabited with that old political prostitute, the Democratic party, until the People's party is in the same position as the Irish who, on the boat going from New York to Albany, lost the certificate of character given her by her last employer. She was when passing her misfortune when an old Irishman asked her what her trouble was, and she told him her loss. He told her to never mind that he would write her another one; so she went off and in a few minutes returned and handed her the following: "To whom it may concern: This is to certify that Bridget Murphy, a domestic, lost her character on the boat going from New York to Albany."

"Now I think I can express the condition of the People's party. If Bryan had been elected the same Democratic cat fight would have been on in congress as now. RALPH BEAUMONT."

PENMANSHIP EXPERTS TESTIFY Manifesting a Laudable Ambition to Earn Their Bread.

San Francisco, May 22—Another expert, Michael Gumpel, testified in the Angus-Craven trial and explained to the jury his reasons for believing that the signatures to the two deeds in controversy had been forged. He insisted that there were marked discrepancies between the genuine and the simulated signatures, the former being written fluently, off-handed and evenly, while the latter were nervous, halting and utterly lacking in the chief characteristics of the original.

St. Catharines Ont., May 21—The first serious accident on the Welland canal this season occurred this morning when the American steam barge J. H. Guthrie crashed into the headgate of lock 7. The collision forced the gates open, but the force of the water in the one and a half mile level above caused them to rebound. The right gate was forced back before the left and the water rushed through by opening and tore the big gates away. The water broke over both banks bearing them outside of the stone walls and rushing over the lands as far as the city limits, doing much damage. Navigation will be resumed in two or three days.

STARTED A TOWN

MAGIO INFLUENCE OF AN ADVERTISEMENT IN THIS PAPER.

It Caught the Eye of a Daring Middle-aged Youth Who was Guided by Its Whims to the Virgin Frontiers of Kansas Where, After Posing in a Cape Thirteen Days, He was Moved by Inspiration to Found the City of Kingman—Something About the Subsequent Ups and Downs of the Noted Pioneer.

It now turns out that the existence of that thriving city of Kingman, east of the county of the same name, originated in an advertisement in the Eagle. The Kingman leader says:

"A man who hasn't been a pioneer in something, whether it be in the settlement of a new country, the inauguration of a new system of religion, the discovery of a patent medicine or the founding of a new political party, don't amount to much.

This rare bit of wisdom was prompted by observing Billy Child passing down street last Monday. "Billy" was born up among the celery farms of Michigan. His birth didn't excite any unusual commotion in the community near where he was born in his early years, but he made a noticeable difference between him and ordinary kids. But without the aid of "yaller backed" literature "Billy" early formed the idea that he wanted to be a pioneer. He didn't pine for the wilds of Africa or the frozen waters up north, but with genuine patriotism determined to do his pioneering under the shadow of the stars and stripes, where if he got busted he could the more easily communicate with home and receive substantial sympathy.

After carefully looking over the field and reading a write up in the Wichita Eagle, then just started, in the fall of 1872, "Billy" started for the unexplored regions of Kansas, the wild and woolly west. He landed at Hutchinson on the 22nd of September, rigged up an outfit and made his first camp on Cow Creek. From there, with a number of oxen and a guide, he made a tour of southwest Kansas, mixing alike with the Indians, the buffaloes, the coyotes and the prairie dogs. As the very early settlers who followed the pioneer began to show up, "Billy" became known as "young man afraid to talk," but was as reliably informed that the slight impediment in his speech which gave rise to the sobriquet, saved his scalp on a number of occasions and prevented him making at least two very undesirable engagements with the fair sex with whom he was always popular.

Quiet, modest and unassuming as our hero was, his fame could not be repressed. As a hunter and trapper none approached him. Eleven months in the year he gave to his explorations and his wild pursuits, the other one mystery only visiting the home of his parents to exchange his plunder for that which civilization alone could furnish him. In this way Fort Dodge Medicine Lodge the then hamlet of Wichita and Camp Supply became known to him not well, but with that air of suppressed mystery that ever surrounds the brave hunter and trapper in a new and unknown land.

His outfit, which became famous, little by little drew from the pioneer an idea of the richness and fertility of the land around his haunts and soon began to encroach upon his domain. Claims were located where the buffalo had roamed the year before and the coyote's yelp still made night hideous. Reluctantly "Billy" along with the few other pioneers of the southwest accepted the situation. "Billy" became a pioneer, little by little drew from the pioneer an idea of the richness and fertility of the land around his haunts and soon began to encroach upon his domain. Claims were located where the buffalo had roamed the year before and the coyote's yelp still made night hideous. Reluctantly "Billy" along with the few other pioneers of the southwest accepted the situation.

"After several meetings of the commission it was decided to hold a western states transportation convention, therefore the following call for a delegate convention. All states west of the Mississippi river are requested and urged to send delegates to a western transportation convention to be held at Omaha, Neb., at noon on Thursday, September 2, 1897, for the purpose of thoroughly uniting and organizing the sections of the country interested, the information of transportation clubs in counties and cities, and the transaction of such other business as properly pertains to the subjects sought for, to the end that we may inaugurate a general, yet concentrated and powerful crusade for the enforcement of our natural rights to profit by business to the southern outlets of tide water.

"Appointment of representation: One delegate-at-large for every county and one additional for every 10,000 population or major fraction thereof; one delegate at large for every city having a population of 1,000 or more, and one additional for every 10,000, or major fraction thereof; one delegate for each regularly organized former's institute of club one delegate for each commercial organization; twenty delegates at large from each state and territory, to be appointed by their governors.

Manner of selecting delegates: It is requested that the probate judge of each county of the several states and territories issue a call for a mass-convention in his county not later than August 1 to select the delegates. The probate judge should be called to call mass-conventions to select delegates from the cities. As rapidly as delegates are selected, reports should be made to Warwick Saunders, secretary of the executive committee, convention headquarters, Omaha, Neb.

STRIKE OF THE GLASSWORKERS Declared Off After Having Been in Progress Four Years.

Pittsburg, May 22—The strike of the American Flint Glassworkers union, which was inaugurated four years ago, has been declared off. The dispute was over working the men "in limited term" and of the 1,500 men connected with the American Flint Glassworker's union, 1,500 struck. The strike cost the glassworkers union over \$1,000,000 and during the four years 400 strikers died. Now that the strike is over it is said that the United States Glass company will re-engage a large number of men.

METALWORKERS TAKE AN OVERTING General Wage Committee's Report is Expected Tomorrow.

Detroit, Mich., May 22—Delegates to the convention of the Amalgamated association took an outing this afternoon. They went to Wyandotte by steamer, inspected the remains of the old original Bessemer steel mills and then continued to Exeter at the mouth of the Detroit river. The general wage committee is expected to report on Monday.

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