New-York Tribune.

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W. E. ZBOROWSKI KILLED

FATAL END OF A RACE.

Thrown from His Automobile Head First Against a Rock Near Nice.

Nice, France, April 1.—Count Elliot Zborowski, of New-York, was killed to-day in an automobile hill climbing race between here and La Turbie. Count Zborowski's car turned a sharp angle too quickly, turned over and was wrecked. The count was hurled against a rock, his head was split open and he died instantly. The race was immediately stopped.

Baron de Pallange, who acted as Count Zborowski's chaffeur, died to-night of the injuries he received when he was thrown from the car.

The witnesses of the start of the race say that Zborowski showed considerable nervousness while awaiting his turn, he being the fifth starter. He was a tall man, about fifty years old, very dark complexioned, with sharp features and heavy, upturned mustaches. Imprudently he wore white kid gloves, which prevented him from having a firm grasp of the brake. At the signal to go he started at half speed, which was soon increased to full speed. The accident occurred at the first turning of the road. The shock was terrific, and Zborowski was shot from his car and struck the wall beside the road with his head about six feet from the ground. He fell to the ground dead, with his arms outstretched. Baron de Pallange was thrown to the left.

Count Zborowski's wife was awaiting his arrival at the finishing point, chatting gayly with friends, without displaying any anxiety regarding her husband's delay in arriving. Baron Caters broke the sad news to her, saying at first that a serious accident had happened, and then gently revealing the terrible truth.

At the same instant that Count Zborowski and Baron de Pallange met their death, another accident occurred at another point on the road. The chain of Baron Gasteaux's automobile broke, and the car was overturned against the rocks. The baron and his chaffeur were thrown out, but both escaped with severe bruises.

The accident occurred during one of the trials along what is known as the Corniche stretch. Just at the moment the vehicle reached an abrupt angle the car struck a small rock in the pathway, causing a sudden swerve, which precipitated Count Zborowski and his chauffeur against a wall. Zborowski appears to have struck head first, as his skull was smashed in by the violence of the shock. Although the chauffeur, the Baron de Pallange, was also hurled against the wall, he did not strike on his head, and when picked up was alive, but very badly hurt. The Baron de Pallange became a professional automobilist recently. The baron was also prominent in the social and automobile world. His wounds were at first believed to be fatal, but, after he had been carried to a hospital and examined, the surgeons did not pronounce his injuries necessarily fatal, but they proved so.

Zborowski, who expected to cover the course in fifteen minutes, had a machine weighing one thousand pounds. The course, which is fifteen kilometres long, is known as being most dangerous. It runs round sharp corners along the cliffs of La Corniche (the name given to the road leading from Nice to Genoa). It was covered by last year's winner under seventeen minutes.

Countess Zborowski was awaiting her husband at La Turbie, expecting they would lunch together at the conclusion of the race. The body of Count Zborowski was brought to the chapel of his chateau here, and his wife was informed. When she arrived at the chapel an affecting scene took place.

Count Zborowski was an American. The trip to-day was the first he had made over the route, and he was not acquainted with its dangers. His machine was going at a speed of ninety kilometres an hour at the time of the accident. In addition to entering the Nice automobile race this week, he was to have entered for the James Gordon Bennett International Automobile Cup, which is to be competed for in Ireland. He lived in England several years, and was devoted to hunting at Melton Mowbray.

The committee in charge of the trial races postponed the meeting.

Paris, April 1.—The news of the death of Count Zborowski caused a sensation here, where he was one of the best known automobilists. The count had long been a prominent social figure, but his dashing performance during the Paris-Vienna race advanced him to the front rank of automobilists. Although ill placed, owing to his poor machine and lack of experience, he went to the front, beat all the cracks except Henry Fournier, and finished second. Fournier, who is here, was greatly shocked when told this afternoon of the count's death. He paid a tribute to Zborowski as a man and a sportsman. He said he was perfectly familiar with the spot where Zborowski met his death, and described it as a veritable deathtrap, as the road made a right angle suddenly, so that when a vehicle was going down the declivity at high speed it required the utmost skill to prevent it from pitching into the stone wall on the further side. The dangerous character of the place is shown by a tablet erected there to the memory of William Cauer, a German automobilist, who was killed making the same turn in 1900.

Millionaire and extensive property owner, ardent automobilist, daring cross country rider and polo player, popular clubman and cosmopolite withal was Count William Elliot Zborowski. Born in Boston in the early 50s, and the son of Ann Morris and Martin Zabriskie, Count Zborowski was a member of the well known Elliot family of Des Moines. His mother was one of the Gouverneur Morrises. His father soon after his marriage resumed the original spelling of the old Polish name, in accordance with a provision in the will of Zborowski's grandfather.

He was well known here, where, as in Newport, London, Paris and nearly every well known capital in the world, he owned property. He was over fifty years old, and of distinguished appearance. While he was here he acquired a reputation for daring cross country riding and polo playing. He inherited a considerable fortune from his father. His sister, Ann Zborowski, married Count Montsaulin, Baron of Fontenoy. The family ancestor in this country, Albert Zborowski, settled near Hackensack, N. J., in 1650. In 1878, at the death of his father from paralysis, Count Elliot came into his inheritance, increasing his fortune by shrewd investment in real estate.

On March 7, 1892, at Sioux Falls, S. D., he married Mme. de Stuers, who had obtained a divorce from her husband, Baron de Stuers, Dutch Minister to France in 1892. Mme. de Stuers was a daughter of John Carey, a wealthy Englishman, and Alida Astor, the youngest sis-

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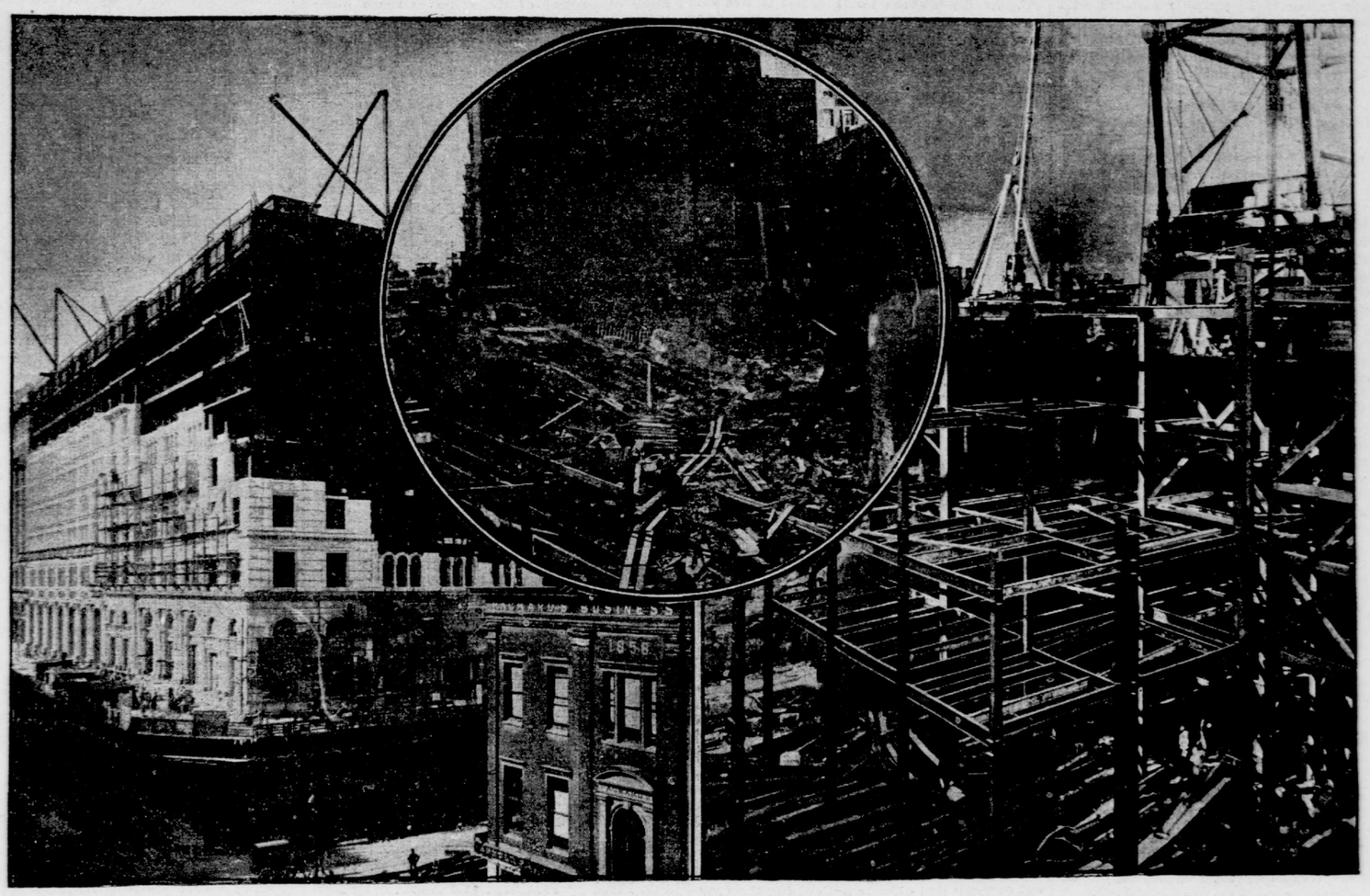
THE OBSERVATION CAR

on the Pennsylvania Limited adds to its attractiveness during the spring, when nature is putting on new raiment. The Limited leaves New York daily.—Advt.

PROMINENT BUILDINGS UNDER CONSTRUCTION WHICH WOULD BE DELAYED BY IRONWORKERS' STRIKE.

VAN NORDEN TRUST COMPANY'S EXCAVATION.

Sixtieth-st. and Fifth-ave., which is nearly ready for the steel structural work.



THE METROPOLITAN LIFE BUILDING ANNEX.

At Twenty-third-st. and Fourth-ave., the steel work on which is approaching completion.

THE BELMONT HOTEL.

Forty-second-st. and Fourth-ave., which is now four stories high underground.

DRAG HARLEM FOR BODY.

SEARCH FOR OPENHYM.

Silk Merchant's Friends Loath to Believe Him High Bridge Suicide.

Despite the fact that policemen and rivermen in rowboats and launches were dragging the Harlem River yesterday for the body of Adolphe Openhym, the missing silk merchant, who many think was the man seen to jump from High Bridge on Monday morning, members of Mr. Openhym's firm refuse to believe in his death until his body shall have been found and positively identified.

On Monday Frank McConville, the tender at High Bridge, told Policeman Condon that at 11 a. m. a man had jumped from the south side of the bridge, the body disappearing. A hat and an umbrella found on the spot whence the man jumped were taken to the One-hundred-and-fifty-second-st. station. Inside the hat was a card of the Openhym firm, and yesterday one of the firm identified the hat and umbrella as the property of the missing merchant. A body was found yesterday, but it was not that of Mr. Openhym.

It is said that on Tuesday a reward of $1,000 was offered for the recovery of the body, and that yesterday the reward was increased to $2,500. It was also stated that Pinkerton detectives were patrolling the shores of the river watching the men who are searching for the body. It is thought that Mr. Openhym had a large sum of money at the time he disappeared, and also a large quantity of jewelry.

At the office of William Openhym & Sons, No. 35 Mercer-st., the following statement was given out yesterday:

Adolphe Openhym was a member of the firm of William Openhym & Sons, a prominent silk house, carrying on its business at No. 35 Mercer-st. The firm has been in existence for fifty years, and it was founded by William Openhym, his father. Adolphe Openhym's personal affairs and those of his firm are in a highly prosperous condition. He resided with his wife and two children at No. 352 Riverside Drive. He was a man of artistic temperament, and devoted to his domestic life, having an ideal home and surroundings. None of his business associates, social friends or any member of his family can ascribe any reason for the theory of self-destruction, and they are loath to believe that such is the case.

If the evidence adduced with respect to his movements on that date is correct, it is their opinion that it must have been the result of a sudden illness. His disappearance became known on the afternoon of Monday, and his friends and relatives have been anxious in their endeavors to ascertain intelligence as to his whereabouts or the recovery of his body, and have offered liberal rewards therefor.

Mr. Openhym was forty-nine years of age, height 5 feet 10 inches, weight about 185 pounds, regular features, hair of light brown, tinged with gray; beard, light gray. He was in his usual good health and spirits, and when leaving his house on Monday morning, had not been ill, and had no cause of any kind for leaving. He enjoyed his usual horseback ride before breakfast on that day.

Later in the evening a member of the firm declared to a Tribune reporter that, in the absence of his body, the firm positively refused to believe in Mr. Openhym's death. He said:

Our business is in a very prosperous condition, and Mr. Openhym had no worries, and no reason in the world to take his own life. On Monday morning, after breakfast, he said his customary "Goodby," and left the house, apparently in his usual good spirits. If he absolutely was seen to jump from the High Bridge into the Harlem River, I can only believe he had gone to the bridge for an extra breath of fresh air, and, suddenly attacked by vertigo, toppled over into the river.

Mr. Openhym was identified with many organizations, including the Reform, the City, the National Arts and Nineteenth Century clubs. He was prominent in civic affairs, having been identified with the Citizens Union, the Merchants' Association, and various reform organizations. He had been for several years a trustee of the City Club, and in the last fusion campaign served on the advisory committee of the Woman's Campaign Committee, lending material financial assistance in the campaign. In his capacity as a member of the executive committee of the Citizens Union, he rendered yeoman service to the cause.

"One of the finest all round men in the Citizens Union," was R. Fulton Cutting's comment last night on Mr. Openhym. The missing man was also active in hospital and educational work, was treasurer for the Society for Ethical Culture, and a member of the Chamber of Commerce. In the opinion of many of his public associates, overwork incident to his manifold self-imposed responsibilities might have led to a momentary aberration and suicide.

THE CONNECTING LINE

between the East and West is the New York Central. Eight trains a day to Chicago, five to St. Louis and Cincinnati, eight to Cleveland, seven to Detroit, fourteen to Buffalo and Niagara Falls, nine to Toronto and four to Montreal.—Advt.

HARRIMAN ATTACKS KEENE.

PLAIN LANGUAGE IN SOUTHERN PACIFIC AFFIDAVITS IN THE INJUNCTION CASE.

Allegations of Threats by the Keene Party to Make Trouble for the Company Unless "Settled With"—Lamar and Lauterbach Agents.

The allegations made by Talbot J. Taylor and James B. Taylor in the injunction proceedings recently instituted by them against the Southern Pacific Company and the Union Pacific Railroad Company are squarely contradicted in a series of affidavits by President E. H. Harriman and other official representatives of the Southern Pacific Company, made public here yesterday afternoon immediately after those affidavits and the answer of the Southern Pacific Company, which they accompanied, had been filed in the United States Court at Nashville. The principal affidavit is that of Mr. Harriman, and in it he makes what may be fairly called sensational statements as to alleged efforts of James R. Keene to induce the Southern Pacific interests to co-operate with him in stock market operations, as to threats alleged to have been made by associates of Mr. Keene that they would make trouble for the Southern Pacific interests unless the latter would agree to make a settlement with them in some way, as to an alleged offer from Mr. Keene to sell the pool shares at about 70 and Mr. Keene's own shares at about 78, and as to the part played in the whole matter by David Lamar and Edward Lauterbach. Supplementing his affidavit Mr. Harriman said yesterday afternoon: "All statements to the contrary notwithstanding, every facility has been granted on request for inspection of the Southern Pacific stock books, and any failure to obtain necessary information was either due to lack of real desire or to inefficiency."

In the affidavit Mr. Harriman takes up first the allegations of the complainants that the policy of the present management of the Southern Pacific Company is prejudicial to the interests of the company, saying in part:

"It is wholly untrue that any transfer of the lease of the Central Pacific Railroad or any severance of its relations with the Southern Pacific Company has ever been considered or contemplated. It is wholly untrue that the affairs of the Southern Pacific company have been managed or administered, or its financial or other policies controlled by the Union Pacific Railroad Company or in any other than the true interests of the Southern Pacific Company. It is wholly untrue that any part of the properties of the Southern Pacific Company have been unduly favored as respects the routing of traffic or the making of betterments and improvements with a view to any interest or in pursuance of any design or purpose of the Union Pacific Railroad Company or otherwise, or that there has been intentional or actual disproportion, as between any portions of the Southern Pacific system, in the application of money to meet modern requirements of economical and efficient operation."

Coming down to a consideration of the motives which he conceives actuated the bringing of the pending suit, Mr. Harriman gives upon oath this interesting recital:

"I am informed and believe that this suit was instituted because of the failure of a speculative pool in the stock of the Southern Pacific Company to induce the management of that company to adopt financial policies which the manager of said pool believed would produce temporary conditions as to market price of the stock, enabling a profitable liquidation of the pool's speculative holdings, although such policies would have been contrary to the true and permanent interests of the company and of its bona fide stockholders, and because of failure of attempts to compel the purchase by the Union Pacific Railroad Company of the pool's holdings and of the individual holdings of its manager. In this connection I state the following facts:

THE VISIT OF DAVID LAMAR.

"One evening in the autumn of 1901, Edward Lauterbach called me at my house on the telephone and stated that a friend of his had a matter of importance to communicate to me, and he would like me to have an interview with the party at once. To this I assented, and, during the evening, the card of David Lamar, accompanied by a card of Edward Lauterbach, identifying him, was presented to me. I saw Mr. Lamar for about ten or fifteen minutes, during which time he stated that he had friendly relations with James R. Keene, who had a large holding in Southern Pacific, and was contemplating some adverse action against its management, and that he (Lamar) was assured that there could be obtained an injunction against the Union Pacific somewhat similar to that obtained against the Georgia Central, in which latter case Mr. Lamar stated he had been an influential and important factor. He stated that he would like to work with me, and that if I would make an alliance which would be of some advantage to him he had such influence over Mr. Keene that he could induce him not to instigate any adverse action against myself and allied interests. I informed Mr. Lamar that I did not see that I could do anything regarding the matter, but that if I should change my mind I would let him know. I walked to the door with him, and he was very insistent as to when I would again communicate with him. I finally took his telephone number and agreed to telephone him the next day, which I did, and stated to him that I had no desire to pursue the matter further. About that same time I had several interviews with James R. Keene, brought about at the requests of others. Mr. Keene stated to me that he had a large holding in Southern Pacific stock; that he would like to join with me in purchasing the shares in the market; that he believed there could be a great deal of money made thereby, and that he would act for me either in purchasing for our joint account or for myself if I wished it; that it would be advantageous for the Union Pacific to take all Southern Pacific stock and issue its 4 per cent bonds therefor, and stated that he was an adept in carrying out successful large stock market operations; that he had shown this capacity especially in the manipulation of United States Steel stocks.

Continuing, Mr. Harriman says that he carefully explained to Mr. Keene the nature of the extensive improvements and repairs imperatively needed by the Southern Pacific system, and the reason why the expenditure for such betterments should be made from surplus earnings as far as they would go. The affidavit proceeds:

"Mr. Keene assured me that he did not want to act in any way antagonistic to me, and I stated to him that I would let him know if I saw any reason to change my mind, and he said that he would do nothing without informing me.

"In the autumn of 1902, through various persons, I was informed that Edward Lauterbach and Talbot J. Taylor would make trouble for us unless we settled in some way with them. Mr. Lauterbach tried in various ways, through such third persons, to get an interview with me, and at one time called me on the telephone for such purpose; but I declined to see him, and during the autumn and winter of 1902, and winter of 1903, I had several calls on the telephone from Mr. Lamar; but my answer, through the messenger announcing the call, was that I was too much engaged to talk with him. Some time in January, 1903, Mr. Lauterbach approached a mutual friend, a man of high standing and well known, and made to him statements that made him believe that it would be to my interest to take the matter up, and he telephoned and requested an interview with me.

70 FOR POOL SHARES; 78 FOR KEENE'S.

"At the interview he explained to me that Lauterbach had said to him that Mr. Keene represented a pool holding about 170,000 or 175,000 shares of Southern Pacific stock and that Mr. Keene himself held about 70,000 shares;

Continued on ninth page.

ROYAL BLUE TOURS TO WASHINGTON.

Only $12 from New York. All expenses, including rail and hotel, for three days. April 9 and 27, and May 7. Inquire Baltimore and Ohio Ticket Offices.—Advt.

AN USHER HIGH-BALL

is made of real Glenlivet Whisky.—Advt.

MORTGAGE TAX CAUCUS.

BILL'S FATE IN DOUBT.

Governor and Republican Leaders Hold a Conference.

[BY TELEGRAPH TO THE TRIBUNE.]

Albany, April 1.—A conference lasting two or three hours was held in the Executive Chamber to-day by Republican leaders in relation to the Mortgage Tax bill, and was attended by Governor Odell, Lieutenant Governor Higgins, Speaker Nixon, George W. Dunn, Senators Raines and Malby and Assemblymen Rogers and Burnett.

It is said that the Republican Senators and Assemblymen have received a large number of letters from constituents expressing opposition to the bill, but they declare that, having pledged their support to it in a caucus, they intend to still support it. Some of these men favor the act, others, in view of the arguments made against the bill by savings bank presidents and others at the hearing yesterday, are now opposed to it. There has been more outspoken hostility to the bill in the Assembly than in the Senate.

On the conclusion of the conference it was stated that it had been decided that a caucus should be held upon the bill by the Republican Senators and Assemblymen either to-morrow night or some night early next week.

It was the impression that the bill will be passed just as it is or not passed at all, but the fact that a caucus will be held indicates that some amendments may be pressed.

Senator Allds, who chiefly was concerned in the construction of the measure, said to-day that only one real argument was made against the bill at the hearing yesterday, and that was in relation to the constitutional right to interfere with corporate bonds to the possible extent of impairing contracts already made. Mr. Allds added that no man who ever drew a mortgage tax bill had ever been able to form a combination of words that would overcome this possible constitutional obstacle.

Senator Green said to-day concerning the bill:

All I can say is that the Mortgage Tax bill is a lively corpse. The most careful consideration will be given to the bill and all the constitutional features will be carefully looked after. I cannot say just when the measure will be reported.

INSISTS ODELL IS AGAINST IT.

Mr. Platt Predicts Mortgage Tax Bill Will Be Wiped Out with Amendments.

Senator Platt yesterday repeated his prediction that the Mortgage Tax bill now pending at Albany would be greatly changed before it becomes a law. "As I said before, the Governor is and has been against the Mortgage Tax bill," said Senator Platt, "and he does not want it to pass. Everybody up-State is against it. I have not received a letter or a telegram in favor of the bill, but many against. A Rochester man of great influence has been in to see me and protest against the measure. I do not think there will be any more delegations going to Albany to oppose the bill, for the understanding is that the bill virtually will be killed. It will practically be wiped out with amendments."

A TALE OF AMERICANS IN PARIS.

Confiding New-Yorker Who Intrusted $2,000 to Two Countrymen.

Paris, April 1.—The papers here state that an American, Adolphus Johnston, described as a wealthy insurance broker, of New-York, made the acquaintance in Paris of another American, who, it is said, is also an insurance broker, and who undertook to show Johnston the town. They soon met a third American, who represented himself as a wealthy philanthropist about to start a mutual aid society. He said that he wanted two intelligent men to assist him, and showed a roll of banknotes, which he said had been contributed by rich Americans. After luncheon Adolphus Johnston was induced by the example of his first companion and the promise of a fat office in the alleged society, to intrust $2,000 to the philanthropist, who promptly disappeared, followed by his confederate. Adolphus Johnston has lodged a complaint with the police.

You can't buy a better collar button than the Krementz One Piece. There's none so good.—Advt.

PEACE ON NEW-HAVEN.

MORE PAY ON ELEVATED.

Injunction Against Wabash Employes Dissolved—Many Strikes.

Many strikes in the building trades began yesterday in New-York State and throughout New-England. The unions demand increased pay for the men and a Saturday half holiday.

In Westchester County and in Connecticut the strikes threw about fifteen thousand men out of work. No violence accompanied the strikes, as the strikers did not attempt to prevent men who are not members of the unions from working.

Judge Elmer B. Adams, in the United States District Court in St. Louis, dissolved the temporary injunction which was granted on March 3 to restrain the officials of the brotherhoods of railway trainmen and firemen from ordering a strike on the Wabash system.

The conference between the officials of the New-York, New-Haven and Hartford Railroad and the trainmen resulted in an amicable agreement, and it was announced that there would be no strike on the road.

The officials of the Interborough Rapid Transit Company announced increases in the pay of employes on the elevated roads in Manhattan and The Bronx, which are expected to prevent any strike on the lines.

The electricians and metal workers employed in the new Stock Exchange Building began a strike at noon because non-union men were employed in the building. The strike is expected to delay the completion of the building.

The award of the National Strike Arbitration Commission went into effect in the anthracite fields.

CRITICISE BUCHANAN.

Walking Delegates Say He Came Here to Stir Up Trouble.

President Buchanan of the International Association of Bridge and Structural Iron Workers, had several conferences yesterday with Samuel Donnelly, of the New-York Civic Federation, and Ralph M. Easley, secretary of the National Civic Federation. As far as could be learned, he made no attempt to put himself in communication with the American Bridge Company, and the strike situation was unchanged.

A representative of the American Bridge Company said in reference to the statement of Buchanan to J. Pierpont Morgan that the company had violated an established agreement by employing non-union men.

"We have always employed union men when the union was able to furnish them. I suppose Mr. Buchanan refers to contracts we had in Pittsburg some time ago. At that time there was a great demand for men. The union could not supply us, and we notified it that if it could not in four weeks supply us with all the men we needed we would put non-union men to work where we could not find union men. The union could not supply enough men at the end of the month and we had to put non-union men to work on some of the contracts to avoid a shut down. The union knew of this, and did not object."

As to the situation in this city, he said, over a million dollars on contracts were tied up in the iron work alone on account of the strike. Regarding the yearly contracts, he said that all the contracts expired on April 30, except in Chicago, where there was a three years' contract which expired on March 31. He saw no chance of ending the deadlock unless Buchanan allowed the local unions to take charge of local disputes.

It was learned that some of the business agents of the building trades have been criticising Buchanan for coming to this city to stir up trouble when at his national headquarters in Chicago a strike for a new agreement had been threatened. Buchanan says that the architectural ironworkers' union and the local union of structural ironworkers, at meetings late on Tuesday night, indorsed his stand and expressed their willingness to order strikes in sympathy. It was learned, however, that they are not eager to strike just now, and that nothing is likely to be done until Samuel J. Parks, the chief walking delegate of the Housesmiths' and Bridgemen's Union, who was on his way from Hot Springs, Ark., to this city yesterday, arrives. There are three other walking delegates in the union, but all three look to Parks, who is something of a despot, and whose word is looked on as law.

"It's all up to Parks," said a walking delegate of the carpenters yesterday. "If he says the strike is to extend it will be extended. If he says it must be called off or that the proposition of the American Bridge Company to meet local committees must be accepted Buchanan must knuckle under. None of the other trades want any trouble just now, as we have troubles of our own. When Parks arrives there will be a strong man to take the reins."

The redoubtable Parks, who is reputed to be feared by both employers and unions, is expected in the city to-day.

Buchanan late last night gave out a statement defining his position. He denies that he ordered the strike here in sympathy with strikes in other cities. He received notification from local unions in New-York, Buffalo, Pittsburg, Albany and Philadelphia of trouble with the American Bridge Company. He tried in vain to get a conference with representatives of the company, and came here. Failing to get a conference when he came here, he ordered the strike.

He says that the company in refusing to see international officers of the union has changed its front. Up to some months ago he had conferences with its officials, and a year ago the company proposed a national agreement.

NEW WAGE SCALE ON MANHATTAN.

One Employes' Organization Rejected in Effect on First Day of Interborough Control.

The first day of the operation of the Manhattan elevated railroads under the control of the Interborough Rapid Transit Company yesterday was marked by the introduction of a new wage schedule advancing the pay of the men in nearly all the branches. This was the schedule which the men were informed would go into effect on April 1, and which was rejected some weeks ago by the union, though it grants an increase of wages in nearly all the departments. Last Saturday it was decided by the union, which wants a nine hour workday and a greater advance in wages in some of the departments, that time should be given to General Manager Bryan and other officials of the company to become familiar with the running schedules before any further move would be made.

The new schedule provides that six hundred conductors will receive $2.30, instead of $2.25, a day; turnstile men, $2, instead of $1.50; car couplers, $1.55, instead of $1.50; platform men,

ONE WAY WEST

is via the Pennsylvania Railroad, the natural short line to Chicago and St. Louis. Many fast daily trains.—Advt.