VALUE OF INDIAN LANDS IN OKLAHOMA

Secretary of the Interior Sends Description of Reservations to the Senate.

AGRICULTURAL PROPERTIES.

Only a Small Portion Can Be Depended Upon for Crops—Large Amount Fit for Grazing Purposes.

The Republic Bureau,
No. 501 Fourteenth Street N.W.

Washington, Jan. 15. The Secretary of the Interior to-day sent to the Senate in response to a resolution of that body a description of the lands embraced in certain Indian reservations in Oklahoma, their character and area. The Secretary states:

"I have to report that the Kiowa, Comanche and Apache Reservation is in the extreme southern part of Oklahoma, being bounded on the south by Texas, on the west by Greer County, on the north by Washita County and the Wichita Reservation, and on the east by the Chickasaw Nation. The Red River forms the boundary line on the south side and the north fork of the Red River on the east side, and the Washita River about half the distance on the north side. Beyond, north of the center, extending northwesterly a little within the reservation, are the Wichita mountains. So far as I am advised, these mountains have never been surveyed separately, but their area is estimated at from 2[illegible] to [illegible] acres. They are described as exceedingly rough and rocky, unsuitable for either Indians or whites, wholly lost for agricultural purposes, and of but little value for grazing. A few small streams have their sources in them, and there is some timber. In the north corner of the reservation are the Kiowa hills, which are also described as rough, rocky and sterile, totally worthless for agriculture and possessing little if any value for grazing. The area within the hills is not known, but it is perhaps as much as 25,000 acres.

"Lying within the Indian Reservation, a little east of the center, is the Fort Sill Reservation, containing approximately 2[illegible] acres, upon which the army post of Fort Sill is situated, and also upon which Geronimo's band of Apaches are being held as prisoners of war and given a start in stock raising.

"It is estimated by competent officials of the department, who are familiar with the reservation, that it does not contain more than 75,000 acres of agricultural land, of this class, it is estimated that 25,000 acres are situated in the valley of the Washita, between the Chickasaw Nation and the village of Anadarko, which is the seat of the agency. Ten thousand acres are also in the valley of the Washita, west of the agency, consisting of small valleys that perhaps in no case contain more than [illegible] acres in a body, and found mostly in the bends of the river and along the small streams emptying into it. On the little Washita are about 15,000 acres. These two tracts are said to be the best in the reservation. They aggregate 50,000 acres. In Cement Creek Valley, in the southeastern corner of the reservation, it is estimated, are about 5,000 acres of land. In the Cache Creek Valley, also in the southeastern corner of the reservation, are 20,000 acres of agricultural land.

"It is the statement of persons of long residence in the reservation that even the valley lands, classed in this report as agricultural lands, because of the insufficiency of rain, cannot be depended upon for crops other than one or two years in six or seven years. The country is immeasurably better for grazing than for agriculture. According to the best information I am able to obtain it may be classed as follows:

"Land for agriculture not valuable for grazing, 2,04[illegible] acres; Wichita mountains, worthless for agriculture and of little value for grazing, 44,000 acres; Recent Hills of same character as the Wichita, 20,000 acres; Fort Sill Military Reservation, [illegible] acres; agricultural lands, 75,000 acres.

"Of the whole amount, 2,[illegible] acres are leased to white men for grazing purposes at an annual rent of $[illegible] [illegible]

"The Secretary transmits to Congress also a memorial from the Kiowa, Comanche and Apache Indians of Oklahoma, protesting against the ratification by Congress of the Jerome treaty, made on September, 1892, "Because those who signed the treaty were misled by those who represented the Government."

VETOED BY THE PRESIDENT.

Creek Nation Ordinance Authorizing Delegation to Washington.

The Republic Bureau,
501 Fourteenth and Pennsylvania Ave.

Washington, Jan. 15. The President has vetoed the Creek Nation ordinance authorizing delegates to visit Washington and appropriating money for their journey. This may result in their refusal to ratify the new agreement as to allotments in that nation and leaves that matter open indefinitely.

General Porter, chief of the Mississippi, is in Washington for the purpose of consulting with the Interior Department, members of the Dawes Commission and Congressmen. Chief Porter wished to confer with them concerning several matters in the Creek Nation, and especially as pending agreement with the United States. He was solicitous to secure the President's approval of two ordinances of the Creek Council. One was a resolution authorizing the Chief to appoint a delegation to come to Washington in the interest of the Mississippi Nation; and the other an act appropriating $[illegible] for the traveling and other expenses of these delegates.

The delegation was appointed by the Chief, at the instance of the nation, for the purpose of making such modifications as were thought desirable, in the agreement entered into by the Dawes Commission and the Creek delegates, February 1, 1899. This agreement has not been acted upon by Congress. A previous agreement, somewhat similar, was ratified by Congress, but was thereafter rejected by the Creeks by a popular vote. The previous agreement involved changes in land tenure which the United States desired accepted by the Creeks, and which they accepted at least in principle, by the election of a reform council and the election of Chief Porter as head of the nation.

The Creeks, it is said, have accepted in good faith the policy of the Government and now, through their delegation, desire to modify the agreement just made so as to make the allotment and distribution of their tribal and property interest equal, share and share alike, to the members and to dispense with the agreement of all special provisions favoring any particular class of Creek citizens. The delegation desired to confer with the department and members of Congress in regard to these modifications.

Colonel Porter has urged the Secretary of the Interior to secure approval of these terms, but was informed to-day that both had been vetoed by the President, Colonel Porter says he is at a loss as to what further proceedings to take, as he has not time if been authorized by the nation to agree upon these details. The new agreement, as it stands, is not satisfactory to the Creeks. If rejected important provisions looking giving individual citizens right to dispose of their lands in the simple will fall and the present unsettled condition of titles in that nation, especially as to the townsite lands, will not be remedied for some time to come. Messrs. Dawes, Bixby and McKennon of the commission have opposed the authorization of Indian delegations to come to Washington. The Cherokee Nation passed a similar ordinance and Chief Buffington is expected to reach here to-morrow for the purpose of conferring as to modifications of the Cherokee agreement. The President probably will veto the Cherokee ordinance.

Colonel Porter will return to Muscogee and consult further with the chiefs before proceeding to close up in regard to their matters.

NEW COMMERCIAL TREATIES.

Makers of Boots and Shoes and Knit Goods Protest.

REPUBLIC SPECIAL.

Washington, Jan. 15.—An inquiry regarding the operation of the reciprocity treaties was made to-day at the State Department by a representative of the Shoemakers' Association of New York. He was informed that the steps would be taken during the absence of ex-Minister John A. Kasson, the special commissioner of the department, who negotiated the treaties, and he must look to Mr. Kasson for an official exposition of the scope and effect of the treaties.

The New York man desired especially to protest against the proposition of the reciprocity treaty with France, that the duties on knit goods should be reduced 20 per cent. He was aware of the fact pointed out at the State Department that the production of these goods in France is small, but he feared that the same provision might be incorporated into the treaty with Germany, one of the greatest rivals of the American manufacturers in the production of this article. He was informed that each treaty stood upon its own basis in respect to the articles especially enumerated, and that the protection would be given in regulating tariffs with Germany to the fact that she was one of the largest competitors of the United States in knit goods.

A great many protests are being received from the boot and shoe manufacturers against the Argentine treaty upon the ground that the State Department did not make reciprocity upon boots entering the United States. There is also dissatisfaction among the boot and shoe men over the French treaty because concessions were not secured from France upon American boots and shoes, when so many concessions were made upon French manufactured goods entering the United States. The Senate Committee on Foreign Affairs will not vote on the treaties till after the return of Mr. Kasson.

TEXAS DEMURRER SUSTAINED.

Louisiana Anti-Quarantine Injunction Defeated.

REPUBLIC SPECIAL.

Washington, Jan. 15. The effort of the State of Louisiana, by injunction of the Supreme Court, to protect the citizens of the State against the quarantine law of Texas, as enforced by the health officer of that state, has failed.

By unanimous decision, the Supreme Court to-day dismissed the bill filed by the Attorney General of Louisiana last fall, thus ending the proceedings.

Chief Justice Fuller announced the opinion of the court briefly reciting the facts of the litigation and the status of the case. Now Louisiana had filed the bill asking for a writ of injunction against the health officer of Texas, restraining them from enforcing the rules and regulations prescribed by the health officer against the transportation of persons and property from New Orleans into or through Texas, and a writ of injunction prohibiting them from proclaiming similar rules and regulations in the future.

To this bill Texas demurred, and the case was ripe for argument.

The opinion in great part discussed the question of jurisdiction of the court, the conclusion being that the court had jurisdiction of all controversies between States, but that they rules on strictly controversies between States and not between one State and the citizens of a part of them of another State.

The case at bar, the Chief Justice said, was not such a case as warranted the court in intermeddling with the discretion of the officer of the Executive of Texas; nor would the court be justified in enjoining the health officer alone until after the Government had been appealed to in the letter.

The demurrer of Texas to the bill of Louisiana was sustained and the bill dismissed.

Justices Harlan and Brown concurred in the judgment, but for some different views from those expressed by the court as being the basis of the action.

TO REDUCE WAR REVENUES.

House Leaders Discuss Proposed Amendments With the President.

REPUBLIC SPECIAL.

Washington, Jan. 15.—Representatives Steele of Indiana, Payne of New York, Hull of Iowa, and Dalzell of Pennsylvania called together on the President this morning.

They came to the White House to discuss in a general way the question of framing certain amendments to the war revenue bill. It is not expected that these will be many or very important.

From all parts of the country are coming complaints to members of Congress regarding the burdensome inconveniences of the stamp tax. As a consequence, the administration members of Congress feel that something should be done to satisfy constituents and to modify some of the more burdensome features of the law. It is believed that the revenues will stand some slight reduction, without embarrassing the Government. A few of the taxed articles, it is said, could be lopped off to please consumers without a wholesale revision of the revenue law.

The stamp on express receipts causes a good deal of trouble. Complaints regarding it have been very frequent and bitter and it is thought by the House leaders that the income from this source might be sacrificed to the public convenience.

The beer tax and the stamps required on proprietary articles also have been the cause of much friction among the people who have the tax to pay.

The House leaders are trying to hit upon a plan of introducing a few amendments to the revenue law, which will not stir up too much excitement in Congress and which will please the people of the country by lightening taxes. This plan was presented to the President this morning by Representative Steele and those who accompanied him.

CHAMP CLARK'S BILL.

Wants White Printing Paper and Wood Pulp on Free List.

REPUBLIC SPECIAL.

Washington, Jan. 15.—Champ Clark not only introduced his bill, as foreshadowed in The Republic, to put white printing paper, wood pulp and the ingredients used in manufacturing same on the free list, but he is making every effort possible to have it enacted into law. To-day he had conferences with Serene E. Payne, chairman of the Ways and Means Committee, and with other members of the committee, to see if a hearing can be had before the committee as to reporting his bill. He thinks he will secure the hearing. He hopes to secure a favorable report.

FOR A COURT OF APPEALS.

Bill to Provide One for Arizona, New Mexico and Oklahoma.

REPUBLIC SPECIAL.

Washington, Jan. 15.—Delegate Perea has introduced a bill to establish a Court of Appeals for Arizona, New Mexico and Oklahoma. It will provide, if enacted, that the court shall consist of one Chief Justice and two Associate Justices, who shall be appointed from bona fide residents of the Territories named, and shall receive a salary of $4,000 each.

ITS THIRTEENTH ANNUAL REPORT.

Interstate Commerce Commission Reviews the Railroad Situation for 1899.

AMENDMENTS ARE IMPERATIVE.

Defects of Present Law—Cullom Bill Approved—Effect of Consolidations—General Railroad News.

Washington, Jan. 15.—The Interstate Commerce Commission today made public its thirteenth annual report. The feature of the report is the strong plea made that Congress uphold the hands of the commission by amendments making the interstate commerce law more effective.

The report says that the commission a year ago called attention to the fact that in vital respects the present law has proved defective and inadequate, and that such further legislation is needed that the benefits of regulation may be made more readily applicable. The requests of the commission for needed amendments have been supported by petitions and memorials from agricultural, manufacturing and commercial interests throughout the country. We have the report, not a time of the reasonable has been changed and none of the burdensome conditions which call for relief has been removed or modified. The existing situation and the developments of the past year, it is added, render more imperative than ever before the necessity for adequate and suitable legislation. Shippers and the people know that any railroad company can charge for its services whatever it pleases and as much as it pleases, without any real power in this commission, or any other tribunal or court, to limit the amount of such charge for the future when complaint is made by an aggrieved shipper, and they are substantially of one mind in desiring that this and other defects in the system be promptly remedied. Shippers generally have been practically unanimous in favor of a single classification of freights, one that will be uniform for all roads and all sections of the country, and reasonably stable when established.

This general public dissatisfaction has been frequently expressed by the officials of various national organizations, and at a conference in Chicago last November, attended by representatives from a number of national associations of manufacturers, merchants and others, a bill embodying the more important amendments recommended by the commission was approved as the measure which would best meet the requirements of business and commercial interests. This bill Senator Cullom has introduced, and the report emphatically suggests whether continued failure to perfect the regulating statute on reasonable lines will not such result in an irresistible demand for the most radical and drastic legislation.

Continuing, it adds: "It is a matter of common knowledge that vast volumes of railway control are now in process of consummation, and that the composition of rival lines is to be restricted by these combinations. While this movement has not yet found full expression in the actual consolidation of railroad corporations, enough has transpired to disclose a unification of financial interests which will dominate the management and harmonize the operations of lines heretofore independent and competitive. This is to-day the most noticeable and important feature of the railway situation. If the plans already foreshadowed are brought to effective results and others of similar scope are carried to completion, there will be a vast contraction of railroad properties, with all the power involved in such far-reaching combinations, not uncontrolled by any public authority which can be efficiently exerted. The restraints of competition upon excessive and unjust rates will in this way be removed, and whatever else may result will be remediless under existing laws."

The increase in railroad business of the past year has been so great, the report says, that many carriers found their equipment inadequate for the service required. Business increased greatly, while railway finances fell off. The rush of business contributed to the improved observance of published rates and diminished the frequency of those practices which are made criminal and indictable by the interstate law.

"Coincident with these features of unified control, and while this exceptional movement of traffic continues, the carriers operating throughout an extensive and important territory have recently made a substantial, and in many cases very large, increases in their scale of charges. These advances in rates have been mainly effected by concerted and agreed changes in the classification of freight articles by roads, both connecting and competing, which use the same classification and make the same as the basis of the traffic adjustments under the law. Numerous articles have been taken from the class in which they were formerly placed and put in a higher class, to which a higher rate is applied; and many articles heretofore on the commodity list have been included in the classified traffic, with the result of materially increasing the charges imposed thereon.

"Advances of rates in this manner have been made on hundreds of articles, none of which are necessaries in general use, and constantly moving from place to place in the process of distribution.

"It is not intended to intimate that these advanced rates are unlawful, and no opinion is expressed as to their actual or relative reasonableness. But the fact that such extensive increases in railroad charges have been brought about by the method described must be of significant import, and furnish a weighty argument in favor of measures which will be effective to secure compliance with the primary requirements of the act.

"These advances in rates have been agreed upon by the carriers without opposition, as a rule, for shippers, dealers or consumers to be heard. It is inevitable that changes so numerous and important, affecting public interests throughout the greater part of the country, will give rise to many complaints, both in respect of the reasonableness of particular rates complained of and alleged discriminations in the relation of rates. Reference is elsewhere made to the nature and number of complaints and protests on account of these changes in classification, and the consequent increase of rates and readjustment of rate relations.

"Whatever may be the merits of these complaints, the parties making them are recognized by the law as having rights involved in the question of the reasonableness and justice of the charges which they are required to pay. But so long as carriers are practically free to make and apply such rates as they choose, whether acting independently or by concert, and whether competing or otherwise, and there is at the same time no adequate provision for determining whether such rates are just and reasonable, or for preventing the exaction of those found unjust and unreasonable, although declared by the statute to be unlawful, the injustice which may result must be without available redress."

Reference is made to the several conferences had with high railway officials early in the year with a view to gaining from each promises to maintain their published rates and to the good effect of these conferences in checking the rate demoralization then prevailing. It is denied that the conferences sought to secure agreements to maintain rates, their only purpose being to secure good faith in observance of published tariffs.

Fifteen cases are pending in Federal courts to enforce orders of the commission, and criminal cases are awaiting trial in Louisiana, Texas and Georgia.

During the year 1899 there were 39 employees killed and 3,323 injured upon 37 roads, against 269 killed and 3,[illegible] injured in 1898, a result attributed to the more general employment of the roads with safety appliances.

A review is made of judicial decisions on interstate commerce affairs during the year. Concerning the refusal of the Circuit Court for Northern Illinois to declare unreasonable the terminal charges of $2 per car made on live stock brought into Chicago, the report says:

"The court seems to have overlooked what is believed to be the dominant consideration in the case, namely, that if the through rate to Chicago was a reasonable rate before January 1, 1894, it became an unreasonable rate when the $2 terminal charge was added on that date. To make a reasonable through rate represent less service than formerly and add on another charge for the part of the service formerly covered by the through rate plainly may make the total charge unreasonable, and that," the commission says, "was so in this case.

THOSE THIRTEEN BILLIONS.

How Pennsylvania Paid for Its B. & O. and C. & O. Stock.

Philadelphia, Pa., Jan. 15.—The Evening Telegraph today says:

"The apparently real meaning of the new gigantic Pennsylvania Railroad stock issue does not rest in the plan to abolish grade crossings and the erection of a new station in Pittsburg, at the cost of $[illegible], together with betterments elsewhere over the great system, but in meeting payment for extended purchases of stock of the Chesapeake and Ohio, said to amount to [illegible] shares. A prominent Pennsylvania Railroad official said to a reporter:

"Chesapeake and Ohio shares have been purchased in very quietly during the last few months in order to effect an important, far-reaching railroad deal. Whenever a share was offered in the market it was picked up, and the purchaser was so skillfully concealed that the price was not disturbed to the slightest degree. It is stated that Mr. Cassatt headed in the way a block of seven shares of Baltimore and Ohio stock through Jacob Schiff of Kuhn, Loeb & Co., New York, and James J. Hill, president of the Great Northern. The buying of Chesapeake and Ohio is another story.

"When William K. Vanderbilt succeeded his brother, Cornelius, he found that the holdings of the Vanderbilt system had been greatly reduced by competition. Then followed the formation of a combination. A few majorities of the stock of either the Baltimore and Ohio and Chesapeake and Ohio were not obtainable, but a majority of credit with having sufficient to control the board of both and set of the managers.

"There is no intention to consolidate the properties. The sole purpose of Mr. Vanderbilt and Mr. Cassatt is to establish and maintain rates. The New York Central secured practical control of the Erie Four and the Lake Erie and Western as part of the combination. Mr. Hill is remaining in control of the Big Four, but getting by the Chesapeake and Ohio. The combination road is likewise in the deal, and the purchase of the West Shore, the Old Middle Plank, with Lake Shore and Michigan Southern, amalgamates the straight line from the New York Central and Pennsylvania has been determined upon.

"This is the meaning of the new $[illegible] [illegible] issue. It is part of the big railway deal."

RAILROAD MATERIAL.

Some Significant Figures Which Show the Advance in Prices.

Traffic managers of Western roads have concluded that the advance in the price of railroad materials has necessitated the advance in freight rates made in the recent classification. To substantiate their claims they have prepared a list to be submitted to shippers at the meeting in New York on January 31. The Times-Herald of Chicago prints the following in connection with it:

"Below will be found a list of twenty-two articles of materials that are staple and in constant and great demand by railroads. All of these articles are indispensable to the proper maintenance and operation of a railroad. They do not include all of the material by any means, but are simply some of the leading items. The prices opposite each article are the market prices for September, 1898, and the corresponding month in 1899, showing an increase shown and showing the comparative and the quantities actually bought by one of the principal home railroad west from Chicago, shows an increased expense of $[illegible] per annum in the cost to the railroad of the articles enumerated.

"Following are the figures:

	1898	1899	Increased Expenditure.
Coal, per ton	$ 1.10	$ [illegible]	$ [illegible]
Coke, per ton	[illegible]	[illegible]	[illegible]
Steel rails	[illegible]	[illegible]	[illegible]
Bolts	[illegible]	[illegible]	[illegible]
Nuts	[illegible]	[illegible]	[illegible]
Spikes	[illegible]	[illegible]	[illegible]
Pipe	[illegible]	[illegible]	[illegible]
Cement	[illegible]	[illegible]	[illegible]
Car wheels	[illegible]	[illegible]	[illegible]
Car axles	[illegible]	[illegible]	[illegible]
Iron pipe	[illegible]	[illegible]	[illegible]
Malleable iron	[illegible]	[illegible]	[illegible]
Plain iron	[illegible]	[illegible]	[illegible]
Steel bars	[illegible]	[illegible]	[illegible]
Copper	[illegible]	[illegible]	[illegible]
Brass	[illegible]	[illegible]	[illegible]
Lead	[illegible]	[illegible]	[illegible]
Rubber belting	[illegible]	[illegible]	[illegible]
Lumber	[illegible]	[illegible]	[illegible]
Car lumber	[illegible]	[illegible]	[illegible]
Oil	[illegible]	[illegible]	[illegible]
Total			$[illegible]

HUNTINGTON BOUGHT IT.

Sale of the Galveston, Houston and Northern Railway.

REPUBLIC SPECIAL.

Houston, Tex., Jan. 15.—J. T. Munson, president of the Galveston, Houston and Northern Railway, to-day confirms the sale of the road to Collis P. Huntington. The road is 50[illegible] miles long and runs between Houston and Galveston. It was projected some years ago and completed by capital largely from this city. Houstonians. Later it passed into the hands of a receiver and was last year purchased by a company of which J. T. Munson and W. H. Munson of Houston and L. J. Smith of Kansas City were principal parties.

The transfer will be made Wednesday at a meeting of the Board of Directors to be held in this city. Judge Chandler and Charles H. Woodward of St. Louis are members of the board. It is believed that the road will be operated as a southern terminal of the Houston and Texas Central, giving that road a route from Denison on the north to the Gulf on the South.

The purchase by Huntington of wharf facilities at Galveston made it necessary for him to purchase a road to that city, and all the present owners wanted to turn loose to such charge.

UNION PACIFIC BRIDGE.

Illinois Central May Not Use It in Omaha Traffic.

Omaha, Neb., Jan. 15.—It was given out to-day that the Illinois Central and the Union Pacific had been unable to come to terms for the use of the Union Pacific bridge as a means of entrance for the former company into Omaha and that the Central would use the bridge and tracks of the Terminal company. It does not necessarily follow from this that the tracks will not run into the Union Pacific Station, as in course now the Terminal tracks entrance can be had to either of the three passenger stations of the city. The Central contracted some time ago to use the Terminal tracks for freight service.

UNION PACIFIC LOST.

Must Pay Taxes on Land Bought Within Municipal Limits.

REPUBLIC SPECIAL.

Washington, Jan. 15.—The Supreme Court today handed down a decision in the case of the Union Pacific Railroad against Kansas City, Kan. The suit was brought to recover the collection of taxes on the property of the Union Pacific recently brought within the corporate limits, by extension of the city. The attorneys for the railroad contended that the State law authorizing Kansas City to extend its limits was unconstitutional. The court upheld the law and sustained the city in its claim that it could tax for municipal purposes the real property within the city limits.

CASSATT'S PURCHASES.

Chairman Salomon Knows Nothing of Alleged Sales by J. J. Hill.

New York, Jan. 15.—The Evening Post says:

William Salomon, chairman of the Executive Committee of the Baltimore and Ohio, said to-day that he knew nothing about the alleged purchase of stock by President Cassatt of the Pennsylvania, nor could he say anything from his own knowledge as to whether or not J. J. Hill had sold any shares of his holdings of Baltimore and Ohio stock. Relative to the annual meeting, which is to be held in Baltimore on Wednesday, Mr. Salomon said that no change in the official list was expected.

TWO MEETINGS HERE.

Car-Service Officers' and Railway Transportation Association.

The Central, Western and Southwestern associations of car service officers will meet at the Planters Hotel to-day. The Railway Transportation Association will meet there on Wednesday.

W. G. Besler, president of the Central Association of Railroad Officers, has appointed the following local Committee on Entertainment for both meetings: J. J. Rauch, E. M. Collins and R. Dunlap. The representatives of the associations and their families in attendance will visit the Columbia Theater Wednesday night and take a trip over the Terminal tracks in a special train on Thursday morning.

Choctaw Route Concessions.

REPUBLIC SPECIAL.

Washington, Jan. 15.—Mr. Sherman of New York, chairman of the Indian Affairs Committee, has introduced a bill defining and enlarging the powers of the Choctaw, Oklahoma and Gulf Railroad Company. It provides that the act conferring powers upon this road shall be construed so as to authorize the operation of the railroad and branches through any Indian reservation and allotments, subject to the payment of compensation, as provided as to lands in the Indian Territory.

QUINCY TO CHICAGO.

Surveyors Are Said to Be Locating a New Line.

REPUBLIC SPECIAL.

Chicago, Ill., Jan. 15.—Another railroad is heading toward Chicago from the Southwest. Surveyors are said to be in the field locating a line between Quincy and the Cook County line. The road is to be a continuation of the present Omaha, Kansas City and Eastern, known as the old "Quincy Route," which extends from Quincy to Omaha, and from Quincy to Kansas City.

It is reported that the project is in the interest of the Kansas City, Pittsburg and Gulf system, and that it will be built to afford the company a through line between the Gulf of Mexico and Chicago.

Personal and Current Notes.

—B. D. Caldwell, traffic manager of the Delaware and Lackawanna, and George A. Cullen, general Western agent at Chicago, were in the city yesterday.

—The following Wabash passenger agents were in the city yesterday and attended the Evans-Crane wedding last night: H. R. McMillan, general Eastern agent, H. N. Garland, Western passenger agent; H. C. Shields, traveling passenger agent, and Ed Swift, Southern passenger agent.

—E. A. Richter, who was appointed traveling passenger agent of the Illinois Central at Pittsburg, has had the following territory assigned to him: New York, Pennsylvania, Ohio and West Virginia, west of and including Northern Central Railway, Sodus Point, N. Y., to Harrisburg, Pa., Cumberland Valley to Martinsburg, north of and including Baltimore and Ohio to Marietta, east of and including Cleveland and Marietta, and Cleveland Terminal and Valley to Cleveland, O.

—C. A. Gardner, general superintendent of the Pullman Company, was in the city yesterday.

—The meeting of passenger agents which was to have been held at Chicago yesterday to discuss rebates on Pacific Coast business, was postponed until to-day.

—The Advisory Committee of the Western Passenger Association will meet in Chicago on Thursday.

—Newton Terry, traveling passenger agent of the Illinois Central, is making his initial trip on the road. W. H. Brill will assume the duties of his new position as district passenger agent at Omaha next week.

The most unique annual pass seen here this year is one issued by the Southern Missouri and Arkansas Association. It is a miniature book cover of black leather with gilt lettering and decorations on the outside. The trade mark of the company adorns the back.

C. Petty Assigns.

REPUBLIC SPECIAL.

Paris, Tex., Jan. 15.—C. Petty, doing a general merchandise business at Petty, this county, made an assignment to-day to his father, J. M. Petty, a well-known capitalist of Honey Grove. All his property is transferred to his father, to be held in trust for the benefit of his creditors who live at Dallas, Honey Grove and Paris. The liabilities amount to $3,000, and assets $7,900, principally in stock and accounts.

Catholic Church Dedicated.

REPUBLIC SPECIAL.

Nevada, Mo., Jan. 15.—Bishop J. J. Glennon of Kansas City yesterday dedicated St. Mary's Catholic Church in this city. The structure cost $6,000.

Opportunity

seldom knocks twice at anybody's door. If not seized and made the most of, conditions generally go from bad to worse. Lost opportunity is bad enough when financial results only are involved, but it is infinitely more so when one's health is in the balance. There comes a time when one who is suffering from Bright's disease of the kidneys cannot be helped. His kidneys are destroyed and no medicine or man can replace them. But there was a time, an opportunity given to stop its ravages. Kidney disease manifests itself by backache, unusual desire to urinate, tired feelings, discolored water showing sediment on standing, headache, dyspepsia, bad taste in the mouth, short breath, loss of memory and many other symptoms. A person may have one or more of the above indications of kidney trouble or others, such as failure of eyesight, rheumatism, chills and fever, constipation, neuralgia, etc. The foregoing are but symptoms of the real trouble—diseased kidneys. When any of the preceding warnings are given of kidney disease, just then is the time, the opportunity, to resort to Warner's Safe Cure, a vegetable preparation, which has stood the test of twenty years in all parts of the world and cured more people of kidney, liver and urinary diseases than any preparation ever manufactured.

This great remedy can be procured of your druggist. Accept no substitute. It has been proved in thousands of cases that there is nothing "just as good."

ELECTION OF OFFICERS BY LOCAL COMPANIES.

ANNUAL MEETINGS OF THE STOCKHOLDERS.

Few Changes Made in the Executives or Boards of Directors—The Results.

The annual meetings of a number of incorporated concerns were held yesterday, but very few changes were made in the directors or other officers.

State National Bank.

The Board of Directors of the State National Bank of St. Louis, organized yesterday by electing the following officers: Charles Parsons, president; L. F. Jones, first vice president; J. H. McCluney, second vice president; Logan Tompkins, cashier; A. P. Coombs, assistant cashier; C. S. Cook, second assistant cashier.

All of the old officers were re-elected except William Nichols, the former vice president, who refused to accept a re-election, on account of ill health. Mr. Nichols was president of the Commercial Bank when the latter institution was absorbed by the State National Bank.

Laclede Gaslight Company.

At the annual meeting of stockholders of the Laclede Gaslight Company yesterday all of the old officers were re-elected, except that A. Ross retired from the Board of Directors, and Harry Scullin was elected to succeed him.

The officers are now as follows: Emerson McMillan, president; James Campbell, vice president; A. Ross, secretary; James Campbell, John Scullin, J. C. Van Blarcom, E. McMillan, George A. Madill, Harry Scullin, Peter J. Doerr and L. H. Limberger, directors.

Lincoln Trust Company.

Stockholders of the Lincoln Trust Company, at their annual meeting yesterday, elected the following directors to serve for three years: J. A. August Meyer, J. Wagener, E. H. Collin, George W. Lubke and D. S. Brown.

It was also decided to change the by-laws of the company by making a majority of the Board of Directors constitute a quorum for the transaction of business, instead of six members, and also by striking out section 2 of article 4, and section 1 of article 3 of the by-laws of the company.

St. Louis Mutual Insurance.

At the annual meeting of stockholders of the St. Louis Mutual Fire Insurance Company yesterday, John P. W. Thul, John Stockelberg and J. G. Zimmer were re-elected directors; Casper Stelle, president; J. H. Fruedenstein, secretary.

Stickney Cigar Company.

The stockholders of the William A. Stickney Cigar Company yesterday elected William A. Stickney, president; George W. Krebs, vice president; John C. Grating, secretary and treasurer; A. T. Stickney, factory manager; I. G. Stickney, assistant secretary and treasurer.

Commerce Realty Company.

Stockholders of the Commerce Realty Company, at their annual meeting yesterday in the Columbia building, elected the following Board of Directors to serve for the ensuing year: B. H. Francis, Judge Madill, P. O. Moffitt, Festus J. Wade and L. E. Anderson.

Edgewood Park Association.

At the annual meeting of the Edgewood Park Association Thomas Reyburn, J. B. M. Kehlor, Festus J. Wade, L. E. Anderson and George W. Wilson were elected directors.

King's Highway Railroad Company.

The stockholders of the King's Highway Railroad Company yesterday elected the following directors: Festus J. Wade, G. W. Wilson and L. E. Anderson.

Murphy Mining Company.

At the annual meeting of stockholders of the Mary Murphy Mining Company the following Board of Directors was elected: W. R. Donaldson, A. R. Donaldson, John Scullin, James Campbell, W. R. Allen, William J. Lemp, John W. Donaldson, A. W. Soper and Joseph Durbin.

DADS STRENGTHENING PETS

ABSOLUTE SPECIFIC FOR Indigestion, Constipation, COLDS, SHATTERED NERVES.

A little tiny red pill, made only by Dr. Bull's Sons. 25 c. a bottle.

ANDERSON RELEASED.

Furnished Bail for $10,000 in Two Cases—Charged With Assault.

Denver, Colo., Jan. 15.—Anderson, who has been released from jail on a writ of habeas corpus, appeared before the Criminal Court this afternoon to answer two informations filed by the District Attorney, charging him with assault with intent to kill. Bail was fixed at $5,000 in each case and bond was furnished. The cases were continued until Saturday, when Anderson will plead.

Spelter Mill Shut Down.

REPUBLIC SPECIAL.

Nevada, Mo., Jan. 15.—Notice was posted at the Cherokee Lawson Spelter Works here to-day that work would be suspended on the twenty-third of this month indefinitely. The high price of ore and the low price of metal is assigned for the reason.

The works owned by this company at Weir City, Kas., suspended operations two weeks ago, and those at Pittsburg will shut down also on the twenty-third.

A Solid Vestibule Train

From St. Louis to Florida—The Dixie Flyer—No charge of cars of any class.

Chairman Bell's Statement.

REPUBLIC SPECIAL.

Dallas, Tex., Jan. 15.—Charles K. Bell of Fort Worth, chairman of the State Democratic Committee, was in Dallas to-day. He said that he would not call the State committee together till after the meeting of the national committee on February 22.

Poisoned by Grip.

It is an awful thing to feel that the blood which is intended to feed, build up and strengthen your nerves, brain, muscles, bones and sinews, is polluted with a subtle and deadly poison which is sapping your life forces and robbing you of your health and strength. LaGrippe fills your system with millions of poison-breeding microbes, which must be overcome and driven out or death will claim you for his own. Dr. Miles' Nervine is the only safe and sure relief for the many forms of nervous disorders which are the result of grip's poisoning. It strengthens the nerves, invigorates the digestive organs and drives the poisonous grip germs out of the system.

"Three years ago the grip left me very much run down, and I suffered from extreme nervousness, loss of appetite and inability to sleep. I employed good physicians but to no avail. I learned of Dr. Miles' Nervine and when I had used one-half of a bottle my appetite returned and I could sleep soundly at night. I continued taking the remedy and to gain in strength until I had used five bottles, when my nervousness was entirely removed and I felt greatly improved in many ways."

MRS. GALEN HUMPHREY,
Wareham, Mass.

"LaGrippe settled in my back, and for four months I was unable to leave my bed. I became so nervous that I could not sleep or rest day or night. Receiving no help from physicians I began using Dr. Miles' Nervine, and the first night I enjoyed a peaceful sleep. From that time I grew better until my health was recovered." W. O. MATHEWS, Springdale, Ark.

Dr. Miles' Nervine is sold at all drug stores on a positive guarantee. Write for free advice and booklet to Dr. Miles Medical Co., Elkhart, Ind.

A CARD.

First Edition Exhausted.
Second Edition on the Press.

The Abbey Salt 1900 Calendar.

There has been such a demand for this Calendar, which is one of the handsomest issued this year, that the first edition has been entirely exhausted, and the American Lithographic Co., of New York, is now working night and day to get out the second edition early in the week. We have been unable to send Calendars promptly to all who had sent for them for the above reason, but the demand will be filled without interruption in future. If you have not seen this beautiful Calendar send us four cents in stamps and you will receive one by return mail.

THE ABBEY EFFERVESCENT SALT CO.,
Dept. D, 9 Murray St., New York City.

THE FOUNDATION OF HEALTH

Abbey's Effervescent Salt.

"THE 'SALT' OF SALTS."

If your head aches, if your tongue is coated, if you have a bad taste in your mouth, if you are frequently dizzy, if you feel nauseated in the morning on rising, if your appetite is poor, if you are troubled with cold hands and feet, if your bowels are constipated, you need Abbey's and you need it badly.

A teaspoonful in a glass of water night and morning works wonders. The daily use of Abbey's Effervescent Salt will keep you in good health.

There are some people who never do anything until they have to. Don't be one of them. Take care of your health while you have it. Retain it by the daily use of Abbey's Effervescent Salt.

At druggists'. 25c., 50c. and $1 per bottle.

FREE Send two 2c. stamps to pay postage and packing, and we will mail you one of the most dainty and beautiful colored Calendar creations of the year.

The Abbey Effervescent Salt Co., 9-15 Murray St., New York.

USED DAILY, GIVES HEALTH.