W. R. MORRISON DISCUSSES POLITICS

Believes Chicago Platform Will Be Reaffirmed and Bryan Renominated.

HOPEFUL FOR PARTY SUCCESS.

Noted Illinois Democrat Will Cast His Influence Into the Next Campaign—Republican Discord.

REPUBLIC SPECIAL.

Waterloo, Ill., Jan. 19.—"There is only one thing for the Democratic party to do this year," remarked Colonel William R. Morrison, "and that is to nominate Bryan and reaffirm the Chicago platform with the necessary additions to bring it down to the present day. I cannot say that I indorse everything in the Chicago platform, but I am a Democrat, always have been a Democrat and expect to die in that faith. I have never voted for a Republican in my life—not even for a Republican Constable.

"In many respects Bryan is a wonderful man, and he seems to have caught the people of this country. I voted for him in 1896, notwithstanding stories to the contrary, and I will vote for him next November if I am able to get to the polls. What an amazing talker he is! I expected that he would play out before the campaign of four years ago was half finished, but he has maintained the gait ever since. A pretty shrewd fellow, and reports to be unusually capable of taking care of himself. I do not know about the Philippine business—the fact is, I don't know much about anything. I have dropped out of politics, and almost out of the world, and am not disposed to criticise anybody or offer any views of mine on any subject. I have paid so little attention to political doings that I am not competent to advise or take any part in public matters. I might be a dissatisfied element if I attempted it, so I will keep still and rake my ticket. Any honest Democrat is better than a Republican, and I am a Democrat who believes that Democratic principles are always better than Republican principles."

I had called on Colonel Morrison for the purpose of obtaining his views on pending political question, and he answered in substance as quoted above. Although he is along in the seventies, Colonel Morrison walks as straight, and is apparently as active as he was in 1888, when he made his last famous race for Congress, and was defeated through the money sent into the district by Eastern manufacturers through John Jarrett. The Colonel is enjoying life. He owns a good farm or two in the bottoms and lives in a big, old-fashioned house, Colonial style, like unto a Southern planter's residence, painted white with green shutters. It contains all the modern conveniences and is surrounded by several acres of ground.

Helpful for Democracy.

"It has been stated, Colonel, that you would like to go to the Legislature," I suggested. At this he laughed.

"I will tell you how that started. I met Hinrichsen in St. Louis some time ago and he remarked that he hoped I would run for Congress this year. He said it in a sort of formal way—like you would say the weather is bad or good—because he had nothing better to say, probably. I replied that nothing was farther from my desires, that I would rather go to the Legislature. The subject was then dropped. I thought no more about it. I am in hopes that I may be able to make a better showing of Democrats in this county and district next fall. I am anxious that Monroe County shall return to its old place as a sure Democratic county. I haven't been here long—that is, while it always has been my home, I have been away so much, until recently, that I have lost all track of affairs political and every other way. I have some friends left, however, and it is my aim to bring all Democrats of the county in line again. If we do, there will be no question as to the result next fall."

"You know thousands of friends in Illinois, and many of them are expecting you to again enter politics. Will you do it, Colonel?"

"Not as an office-seeker or an office-holder," was the ready reply. "My days of office-holding are over. I earned all I ever received in the way of office, as everybody knows who is acquainted with my congressional fights, and sometimes I have thought that I did not get exactly a square deal. But that is all past now, and I am looking to the future, with only one great desire—to help my party and its candidates nominated in regular conventions, owing to dissensions among our Democrats, Republican Monroe County, and it is now regarded as doubtful. It ought not to be. With Monroe County doubtful, the senatorial district is also doubtful. I am anxious to change that condition. I know we have the material in the district to redeem it, and I think we can do it next fall."

"Will you make any speeches this year?"

"Yes, to the extent of my physical ability. If the fellows in charge of the State Committee believe that I can do any good."

"Whom are they talking about for Governor and the other offices?"

"I see that young Carter Harrison declares he won't have the nomination. We sought to find some good man. Your man, Caldwell, in Springfield, has come to the front in the last few years, and I don't know him. He is said to be a good man, though. I notice that Governor Tanner is mentioned as a possibility. He is a clean, decent fellow, and a good Democrat. Governor Tanner ought to make a good race."

Not a Candidate.

"Your name has been suggested by several, Colonel?"

"It's no use talking about me. I couldn't make the campaign necessary, and, furthermore, I don't want it. There was a time a good many years ago—in 1864 and 1868—when I confess I had an ambition to be Governor of Illinois. But the anti-war element in our party had control at that time, and I was not in touch with them. Jim Robinson was nominated in 1868, and John R. Eden in 1868, and both were defeated."

Then Colonel Morrison drifted into reminiscences, and asked about old friends, some of whom have gone to their last account. He referred to past political battles in Illinois, and explained the part he had played in some of them.

The Forty-eighth Senatorial District, of which Monroe County is a part, was fixed as a Democratic district, but ever since the enactment of the apportionment bill in 1882 it has returned two Republican members of the House and a Republican Senator, the Democrats or People's Party getting the minority member. The district is composed of Jackson, Perry, Monroe and Randolph counties. Randolph and Perry are doubtful, the Democrats having a shade the best in the first, and the Republicans in the second. Monroe, previous to 1894, had been counted on as sure for 600 to 600 Democratic majority, and Jackson was Republican by a small majority. In late years the district has gone to the bow-wows, mainly through Democratic dissensions in Monroe County.

Senator Bollinger, who lives here, is a Republican and wants a renomination this year. He made a good record in the Senate, from a Republican standpoint, not up to the Democratic standard of Senator Rickert, by any means, and there is some disposition in his own county to retire him. Doctor Louis Adelberger, member of the State Board of Health, heads the Tanner forces in the county, while Bollinger leads the anti-Tannerites. Adelberger is for Hanly for Governor, while Bollinger is noncommittal as between Beeves and Yates. Perry County, dominated by Harry Ward, is for Hanly, and will likely not be for Bollinger. Jackson holds the balance of power, and Bollinger, if he carries his own county, will have to look to Jackson to furnish the votes to nominate him. It is a gloomy prospect for Bollinger, yet no more than he ought to expect, having been a servile tool to the Republican machine since his election. Doctor A. M. Lee of Jackson is said to be ambitious to have the nomination for the Senate, while Brown of Randolph will be satisfied with a return to the House if he can get it.

Democrats Harmonious.

There seems to be no question that the district will instruct its candidates for Congress for the United States Senate.

The Democrats are fast making up their differences, and Colonel Morrison has been an active agent in this respect. Chairman Craig Harper of the County Committee, Master in Chancery Phillips, Senator J. W. Rickert, Representative J. J. Drury, Editor Douglas of the Times, Charles Morrison and other leaders are unanimously of the opinion that harmony will prevail in every township in the county this year, and that past differences will be buried out of sight.

There is not much talk of candidates for the offices yet. Senator Rickert has been urged to run for Congress and also for the Senate, to succeed himself. He is exceptionally strong man, whose previous record in the Legislature is of the best. Senator Rickert told me he had not decided to ask for any office, declaring his first aim was to secure harmony in the party in county and district.

The Republicans have a warm post office fight down in Chester, Randolph County, which bids fair to add to their troubles. There are strong Tanner and anti-Tanner factions down there, and Congressman Rodenberg is called upon to choose a Postmaster from a list of half a dozen candidates. John D. Gerlach, banker, and leader of the Tannerites, wants it, and so does Doctor Adderly, leader of the anti-Tanner crowd. Then there are others, most of them hoping to be "compromise" candidates. Judge J. R. Simpson, ex-Representative John J. Doughlas, Napoleon Bonaparte LeFrenach, lawyer, and the only G. A. R. candidate, and young John W. Niebet, clothing dealer. The chances are that the appointment will not be made until after the election next November.

J. L. PICKERING.

POOR LOCAL MAIL SERVICE.

A Republican Complains of the Delay in Delivery.

The following self-explanatory letter was received by The Republic yesterday:

Editor Republic.

Our worthy Postmaster seems to be very anxious to make a name for himself as to efficiency in the Postal Department, and this is right commendable, but why does he not take up the branch that requires the most betterment, viz., the collection and the delivery of city mail?

Last summer there was deposited in the mail box at 9:30 a. m. a letter addressed to me at my office downtown, which certainly should have reached me with the afternoon mail. I did not get it until the next morning. This was an extremely important letter for me.

On the 20th inst. I dropped two postal cards addressed to parties, but living in the suburbs, either in the big mail box at the old post office at 12:20 p. m., an employe of the post office happened to be there, and I asked him when this mail was taken out and if the parties would get it in the afternoon and he said, certainly. One of the parties did not get it until the following morning. The other one did not get it until the second delivery next day. I am not the only complainant, for I hear complaints from different people.

What can be done about such a nuisance? I am a staunch Republican, therefore politics has nothing to do with this. Please publish this and possibly it may incite Mr. Bamberger to put his energies in the right direction.

A REPUBLICAN.

Inquiry at the post office elicited the information that the grievances complained of might in general be true. It was said that in some sections of the city it would be possible to drop a letter in a mail box directed to some other part of the city and that it would not be delivered until the next day. There are two deliveries in the residence district in the forenoon and one in the afternoon. For the afternoon deliveries the carriers leave the post office a little after 1 o'clock, and, consequently, a letter mailed in the suburbs that was not collected in the morning would hardly reach the post office in time to go out that afternoon.

Regarding the complaint of postal cards being mailed at the old post office building at 12:20 p. m. and not delivered until next day, it was said that if they were addressed to the residence portion of the city such would be the case. The last collection at that place which would go out with the afternoon delivery in the residence districts is made at 12:20 p. m.

The post office officials are inclined to doubt if any one at the old post office in authority stated that postal cards or letters mailed at 12:20 p. m. would go out with the afternoon delivery. They said that if such was the case, the official was to blame for giving out such erroneous information, also, that the officials at the old building know full well when the last collection from that point is made, which will go out with the afternoon deliveries into the residence districts during that afternoon.

In the downtown districts collections are made about every hour from the mail boxes. Deliveries to the business-houses are made oftener than in the residence district. It was stated that if the party making the complaint had noted where he mailed his letter in the suburbs the postal authorities would have been able to give him some additional information.

HIGH SCHOOL EXAMINATIONS.

Admission Tests Begin Monday—Society of Pedagogy.

Examinations for admission to the High School will be made next Monday. Teachers from the High School will go to each of the schools and conduct the examinations. The eight schools which pass the best examinations will each be presented with a facsimile of the Declaration of Independence, neatly framed. The prizes were donated for this purpose by the Ladies' Art League of this city.

E. C. Eliot and Robert Moore of the Instruction Committee of the Board of Education made a tour of inspection of several schools yesterday, accompanied by Superintendent Soldan. During the forenoon they visited High School and Hope School, and in the afternoon Jefferson School and the School for Deaf Mutes.

Professor John Pickard lectured in the High School Auditorium last night on "Greek in Our Times." The lecture was illustrated by photographic projections and was well attended by the public.

The St. Louis Society of Pedagogy will meet to-day at the High School building. The programme is divided into two parts, a forenoon and afternoon session, and is as follows:

Miss Mulford—Seed Distribution, with object illustration.

Mr. Baker—Spiders, Scorpions, Centepedes, and the so-called thousand-legged worms.

Dr. Joe Bryan—I. General Psychological View of History. II. Doctrine of Heredity, or Absence of the Individual; (a) Ancestry of Particular Races; (b) Ancestry of Human Species. III. First Great Synthesis of Psychological Elements; (a) Greek, (b) Roman; (c) Hebrew; (d) The Christian Religion.

Mr. Sylvester—Art class.

Mr. Schuyler—The Education Creed of Pestalozzi; review by Mrs. Parsons.

Mrs. Riley—Lecture by Mr. Edmund H. Wuerpel, illustrated, on Three Periods of Spanish Art—Valdesnez and Murillo, Goya, Fortuny.

The Herbart Club—Chapter VI. The Method of the Recitation; the first of the Formal Steps; continued.

Mr. Sylvester—Art class.

Mr. Bryan—The Water We Drink; Purity.

MARSHAL STAATS RECOVERED.

Throat Was Cut and Jugular Vein Severed.

REPUBLIC SPECIAL.

Claremore, I. T., Jan. 19.—Jake Staats, Marshal of Lenapah, I. T., whose throat was cut and jugular vein severed a short time ago while making an arrest, has recovered.

CHRISTIAN SCIENCE HEALING.

ONE MILLION CURED CASES.

You Can Be Cured Whether You Believe in Christian Science or Not.

Over a million cures of disease in every form are now to the credit of Christian Science Healing. Most of those were cases that the doctors had given up as "incurable." Many more were chronic maladies that had baffled their skill for years. All were cured quickly; some were cured instantly. The evidence on these facts is simply indisputable and the curing still goes on. There can be no mistake or misstatement about it. The healers and their work are in the public view. As a C. S. healer my many marvelous cures have startled the world. During the past 15 years I have healed diseases of almost every known kind and in every stage of severity. They included many surgical cases where operations were otherwise threatened. I cured cases that were far away from me, as well as those near at hand. And I tell you in like manner that wherever you may dwell, and whatever be your bodily ailment, or whether one or many physicians have failed to give you relief, if you report the case to me and so desire, you shall be cured. This is no vain or idle promise. My past success fully justifies it. You can be cured whether you believe in Christian Science or not. You can be cured whether in this city or thousands of miles away from me. In our Christian Science Healing distance is of no account; disbelief is not any hindrance; disappointments of the past only make stronger grounds for hope. All you really need is the wish to be healed.

I have just published a little book in regard to this blessed truth called "A Message of Health and Healing." If you write to me I will gladly send you a COPY FREE. It gives many interesting facts and convincing testimonials. Enclose 2-cent stamp for postage. S. A. Jefferson, C. S. B., Room 1777 Masonic Temple, Chicago, Ill.

DEATHBLOW GIVEN TO COMMISSIONS.

Powers Behind the Thrones Will Call the Presidents to Account.

NO MANIPULATION OF RATES.

Must Be Strictly Maintained in Both Passenger and Freight Traffic—General Railroad News.

Chicago, Ill., Jan. 19.—The Post to-day says:

"No doubt exists to the effectiveness of the agreement for the abolition of railway commissions. The committee of presidents having the matter in charge issued advices to all concerned to the effect that the consent of all lines not represented at the meeting at which the agreement was adopted had been secured and the agreement will be effective February 1.

"The success of this movement marks a new departure in the history of railroad operation in the United States and the effects are likely to be felt throughout the entire field. This agreement is not an association agreement, but an agreement of the financial powers which furnish the sinews of war for railroad operation. It is one which presidents of the various systems have been deprived of the authority to break. Instructions clear and explicit, absolute and final, have been issued that the orders given must be obeyed under penalty of forfeiture of position by the official disregarding them in the slightest degree.

"These orders embrace not only the abolition of commission payments, but a strict maintenance of all tariff rates. Traffic that cannot be secured at these rates is to be allowed to go. No option or discretion is left in the hands of traffic officials in these matters. All they have to do is to obey.

"Provision has been made for it that they do obey; conferences between the presidents of the various systems and the financial powers already alluded to have been arranged for at stated periods. The next will be held in New York March 7 and at that conference the president of each road will be required to make a full showing of how the agreement has been respected in the interval from February 1, which it goes into effect.

"The making of very low rates for conventions and gatherings of one kind or an other will be discouraged as much as possible. They will only be permitted where making them stimulates and creates new business, great enough to offset considerably the loss which would be incurred by the reduction of rates on the ordinary volume of traffic.

"This agreement for the conservation of revenues does not apply to passenger officials alone. It will be equally potent in the operation of the freight departments of the various roads.

"The orders of no military despotism that ever existed have been more rigidly enforced than will be those of the powerful but unseen authority that has taken into its hands the management of the railroad affairs of the country.

TEXAS COMMISSION.

An Arbitrary Rate May Cause More Injunction Proceedings.

REPUBLIC SPECIAL.

Houston, Tex., Jan. 19.—It is believed that the railroads of Texas are preparing for a fight on the Railroad Commission, and that the promulgation by the commission of an arbitrary rate of 8 cents per hundred on oats, effective Tuesday next, on shipments over only four roads in the State, will precipitate the contest.

The commission has made this rate affecting the four roads: M., K. & T., Santa Fe, Fort Worth and Rio Grande, and the Sherman, Shreveport and Southern, because the companies mentioned have refused to restore the rate of 20 cents per hundred on interstate shipments. The order states this and shows that the commission is taking advantage of its State power, because it has not the power to regulate interstate rates. The roads affected will either fight it or they will increase the interstate rates to make up the difference, and the shippers will get no benefit, as the movement of the bulk of grain is interstate.

It is believed, however, that an injunction suit will be filed to prevent the enforcement of this last order. When the 8 cents rate was promulgated some time ago it was effective on all roads, but only to seaboard points. Now it is restricted to four roads and is to all points reached by those roads. The Houston grain men are complaining, because it will allow competition, the grain on hand having been shipped here under the higher rate, and this reduction makes a difference of $14 per car.

The secret of the war is that the grain men of Texas are heavily overbought on oats at high prices and they are trying to get even by making the railroads share the loss with cheap rates, and the commission is helping them along.

The action of the commission is considered to be without reason, and it is believed by some that it is a matter of spite work. One of the roads affected is the Santa Fe, and the general manager of that road was recently fined by the commission for contempt, and when cited he declined to purge himself of the contempt. The roads not affected will not get the grain at the higher rate, and there will be a protest from them.

THAT KATY EXTENSION.

Texans Inclined to Think That President Rouse Does Not Want It.

REPUBLIC SPECIAL.

Austin, Tex., Jan. 19.—Sight seems to have been completely lost of the application made to the Railroad Commission last month by General Freight Agent Allen of the Katy for the approval of an application in Texas for certain changes in the Western classification, which was to bring about a material increase in freight rates. The commission has apparently dropped it in the waste basket, and the railroad representatives who signed it have apparently forgotten all about it.

Its purpose, so certain well-informed railroad men assert, was to get the Texas lines to back the Katy in an application, the refusal to grant which was to be subsequently used in support of an application for an extension of time on the Katy consolidation bill. Some of the lines refused to join in the application, hence the suddenness with which it ceased.

At the time the application was made President Rouse of the Katy, it is said, had made up his mind not to build the San Antonio extension, required within two years under the consolidation act, passed by the Twenty-sixth Legislature. Knowing, however, that the Governor was inclined to be suspicious, Mr. Rouse hit upon the plan of making much of the increase in the cost of construction material, and of settling it up as an excuse for not extending his line at this time because of the refusal of the commission to allow him to increase rates as an offset. The increase was not granted and work on the San Antonio extension has not begun, and the belief here is that it will not be begun within the time prescribed in the consolidation act. The Shreveport extension of the Sherman, Shreveport and Southern will, however, be surely made.

SOUTHWEST MISSOURI.

Meeting of Interested Lines to Adjust Existing Rates.

There was a meeting of lines interested in the adjustment of rates between St. Louis and points in Southwest Missouri held yesterday morning at the headquarters of the Southwestern Passenger Bureau. Chairman C. M. Pratt was asked to preside, and the following interests were represented:

Rock Island, E. W. Thompson, assistant general passenger agent; Santa Fe, W. J. Black, general passenger agent; Fort Arthur Route, H. C. Atz, general passenger agent; Kansas City, Fort Scott and Memphis, J. E. Lockwood, general passenger agent; Missouri Pacific, H. C. Townsend, general passenger agent; Missouri, Kansas and Texas, James Barker, general passenger agent; St. Louis and San Francisco, Bryan Snyder, general passenger agent; Wabash, Louis Blattermann, rate clerk; Burlington, L. W. Wakeley, general passenger agent; Chicago and Alton, D. Bowes, general Western passenger agent.

After considerable discussion during which it was necessary for the rate clerks to unstrap the thread which had been wound around Joplin, Carthage and other points in that vicinity, the passenger agents concluded that the present basis was wrong and another adjustment necessary. Instructions were given accordingly, and the rates will be raised.

In the afternoon representatives of the Missouri Pacific, Rock Island, Fort Scott and Memphis, Frisco and M., K. & T. met at the Frisco offices and discussed the advisability of taking relative to the abandonment of commissions in their territory.

FREIGHT COMMISSIONERS.

Annual Election of Officers in New York—Resolutions Passed.

New York, Jan. 19.—The third annual meeting of the National Association of Freight Commissioners was held here to-day. The following officers were elected for the ensuing year: President, W. H. Barney of Kansas City, vice president, F. W. Maxwell of St. Joseph, Mo., and R. S. Lyons of Chicago, secretary, L. H. Bagnell of Quincy, Ill., treasurer, C. C. Townsend of St. Paul.

The following executive committee was elected: Chairman, N. K. Kent of Cincinnati; F. N. Forbes of Buffalo, A. A. Vandenburgh of St. Louis, W. S. Campbell of Detroit, and F. B. Thurber of New York.

The following resolution was adopted:

"Whereas, The charges between carload and less than carload are represented in official classification No. 28, effective January 1, 1900, will in our judgment, result individually to the jobbing and distributing trade, thus affecting trade relations of long standing; therefore be it

"Resolved, That we, the National Association of Freight Carriers, protest strongly against such radical departure from established conditions and further request the formation and continuance of the relative adjustment between carload and less than carload ratings, as contained in official classification No. 19."

RATES WERE LAWFUL.

Interstate Commerce Commission Decides in Favor of the L. & N.

Washington, Jan. 18.—The Interstate Commerce Commission to-day, in an opinion by Commissioner Clements, announced its decision of the case of the Savannah Bureau of Freight and Transportation and others against the Louisville and Nashville Railroad Company and others. The carriers named rates on sugar and other commodities from New York to Cuipeo and various other stations in Florida and their rates on lemon and other commodities from Savannah to such stations in Florida are not found to be unlawful.

The commission rules that a carrier cannot lawfully establish and maintain an adjustment of rates which in practice prevents shippers on its line from availing themselves of a principal market, which they have long been using, and confers a substantial monopoly upon a new market, in which, for reasons of its own, it has greater interest.

Another ruling is that when a carrier makes rates to two competing markets, which give the one a practical monopoly over the other, it goes beyond serving its fair interest, and abrogates the statutory requirement of relative equality as between persons, localities and particular descriptions of traffic.

LITTLE ROCK LITIGATION.

Johnson and Hansen Won Their Suit in the Federal Court.

REPUBLIC SPECIAL.

Little Rock, Ark., Jan. 19.—Yesterday and to-day have been strictly devoted to railroad litigation in the Federal Court. Yesterday evening in the case of Johnson and Hansen vs. Little Rock, Hot Springs and Texas, Judge Williams sustained the exception of the plaintiffs to the Master's report, and allowed their claim of $22,[illegible] with interest at 6 per cent from September 3, 1894, to July 7, 1899, amounting to $2,[illegible]. He allowed claim of G. C. Gatling of the Springs, for $[illegible] with interest at 6 per cent since February, 1896. This disposes of the litigation growing out of the failure of Frank Lott, the promoter of the enterprise.

General Superintendent J. H. Harris of the Choctaw, Oklahoma and Gulf Railroad Company has appointed J. W. Ryan, train-master of the Little Rock and Booneville subject of the road, and he has arrived and taken charge. The division extends from Memphis to Booneville, a distance of 252 miles.

NEW IOWA ENTERPRISE.

The Murray and Creston Railroad Company Incorporated.

REPUBLIC SPECIAL.

Burlington, Ia., Jan. 19.—Articles of incorporation of the Murray and Creston Railroad Company were filed here to-day with a capital stock of $[illegible]. The incorporators are all C., B. & Q. stockholders or officials, and the object is the construction of a double track along the Burlington right-of-way between Murray and Creston. The capital stock represents the amount to be spent in improvements by the Burlington road in Iowa this year.

To Tour Old Mexico.

Next Tuesday a large party will leave St. Louis over the Iron Mountain route to make a tour of Old Mexico. The party will arrive here from Chicago over the Illinois Central and leave Union Station at 8 p. m. It will consist of a baggage car, Pullman dining car, two compartment cars, a sleeper and the famous observation car Chillicothe. The route will be over the Iron Mountain, Texas and Pacific, International and Great Northern to San Antonio, Southern Pacific, Eagle Pass, Mexican International and Mexican Central to the City of Mexico. The return trip will be made via Montezuma and Kansas, and the party will be landed at New Orleans on February 27—Mardi Gras. About seventy excursionists have been booked for the trip from Chicago, St. Louis and surrounding cities. Mr. Rosa Campbell will have charge of the party.

Politics on the Burlington.

REPUBLIC SPECIAL.

Lincoln, Neb., Jan. 19.—A petition bearing 300 signatures was presented to the Nebraska State Board of Transportation to-day, complaining of the service given the village of Haigler by the Burlington Railroad. Haigler is a little town in Dundy County, in the southwestern part of the State, only a few miles from the Kansas and Colorado lines.

The petition presents a variety of charges, chief of which are allegations of excessive freight rates and failure to stop fast through trains. Under the latter it avers that "Haigler last fall offered twenty-five passengers to Belleflower to hear Bryan, if the railroad would stop train No. 6, but it refused. In times past it ran a freight train to Hastings and return to hear a gold Democrat."

The State Board will hear testimony of both sides before taking action.

Proposed Line to Sabine Pass.

Topeka, Kas., Jan. 19.—B. J. Hamilton of Salina, Kas., is in the city completing the details of a charter which he will file with the Secretary of State for a railroad which, he says, will be built from Salina to Sabine Pass, Tex. The charter will soon be filed, he says. The capital stock of the company is $[illegible].

"We have secured," said Mr. Hamilton, "the right-of-way for this new line and the surveys have all been made. Everything is ready to begin work on the road when we secure a charter from the Kansas City board. The money necessary to build the road is ready, and we will begin work by early spring."

Mr. Hamilton said foreign capitalists were furnishing the money, but declined to make their names public.

Dallas and New Mexico Improvements.

REPUBLIC SPECIAL.

Dallas, Tex., Jan. 19.—A meeting of the stockholders of the Dallas and New Mexico Railway Company was held this afternoon. The road's new charter, taking the place of the old Dallas and Pacific, just received from the Secretary of State, was submitted and examined and other business looked after. A meeting of the company's directors will be held within the next week, when officers will be elected and other official business done. The proposed road has been graded for sixty-eight miles from a point six miles out of Dallas to Roseville, in the southwestern part of Wise County. The promoters are actively engaged in formulating plans for pushing the enterprise.

Passenger Agents' Meeting.

The St. Louis Association of General Passenger and Ticket Agents met yesterday in the office of Secretary C. S. Crane, in the Lincoln Trust building. There was an unusually large attendance, owing to the fact that all the members happened to be in the city. The question of newspaper advertising for the year was discussed and disposed of in the course of two hours. It was decided to hold the meetings in the future in the hall of the Southwestern Freight Committee, in the Fullerton building.

Santa Fe Changes.

Wichita, Kas., Jan. 19.—The report that Superintendent F. T. Dehn of the Oklahoma division of the Atchison, Topeka and Santa Fe Railroad, with headquarters at Wichita, will be superintendent of the middle division, is confirmed for railroad men here. The report is that C. E. Morgan, superintendent of the Eastern division, will succeed Charles Dyer of the West division, recently promoted, and that E. J. Perry of Newton, superintendent of the middle division, will succeed McCullough, and that Mr. Dehn of Wichita will succeed Perry. D. D. Kelley, superintendent of the Oklahoma division, will, it is said, succeed Dehn.

TRIPLE ALLIANCE.

The Alton, Illinois Central and Pere Lee Roads to Combine.

Chicago, Ill., Jan. 19.—The Chronicle to-morrow will say:

"It is certain that the Pennsylvania syndicate, that is, a strong faction in the big railroad organization, has obtained complete control of the reorganization of the Railways, Terminals and Gulf system. Which has been [illegible] for the last month. The deal will affect all the lines south of Chicago and extending from Kansas City to Chicago and will land with the officers of the Illinois Central and Alton roads. It is said that there will be merged into one system, and under one management and operated as one set of general officers. Until the organization is perfected, which cannot be for some time, it is the intention to keep the lines as they now are, but all the roads will be managed in the interest of the Gulf road. The Chicago Southern property, the Alton, will be managed in the Gulf system, and if the Illinois Central should acquire the property of the Illinois Central and the property of the Illinois Central, and the property of the Illinois Central, and the property of the Illinois Central,