SAYS EUROPE WOULD OBJECT.

Hay's View of Senator Davis's Canal Amendment.

"WE NEED ENGLAND"

State Department's Argument in Favor of Alliance.

TO PROTECT DITCH.

Britain Would Help, if We Insist on Guarding It.

REPUBLIC SPECIAL.

Washington, March 8. The Hay-Pauncefote treaty, as it stands to-night, with the Davis amendment incorporated, is given below. It may be changed at the meeting of the committee to-morrow, but as it stands it represents the sentiments and meets with the approval of several members of the Committee on Foreign Relations. It does not give the United States the right to fortify or to blockade the canal or to give special facilities to American-built ships.

Article 1. It is agreed that the canal may be constructed under the auspices of the Government of the United States, either directly at its own cost, or by gift or loan of money to individuals or corporations, or through subscription to or purchase of stock or shares, and that, subject to the provisions of the present convention, the said Government shall have and enjoy all the rights incident to such construction, as well as the exclusive right of providing for the regulation and management of the canal.

Article 2. The high contracting parties, desiring to preserve and maintain the "general principle" of neutralization established in article VIII of the Clayton-Bulwer convention, adopt as the basis of such neutralization the following rules, substantially as embodied in the convention between Great Britain and certain other Powers, signed at Constantinople October 29, 1888, for the free navigation of the Suez Maritime Canal, that is to say:

1. The canal shall be free and open in time of war, as in time of peace, to the vessels of commerce and of war of all nations, on terms of entire equality, so that there shall be no discrimination against any nation or citizens or subjects in respect of the conditions or charges of traffic or otherwise.

2. The canal shall never be blockaded, nor shall any right of war be exercised, nor any act of hostility committed within it.

3. Vessels of war of a belligerent shall not revictual nor take any stores in the canal, except so far as may be strictly necessary, and the transit of such vessels through the canal shall be effected with the least possible delay. In accordance with the regulations in force, and with only such intermission as may result from the necessities of the service. Prizes shall be in all respects subject to the same rules as vessels of war of the belligerent.

4. No belligerent shall embark or disembark troops, munitions of war or warlike materials in the canal, except in case of accidental hindrance of the transit, and in such cases the transit shall be resumed with all possible dispatch.

5. The provisions of the article shall apply to waters adjacent to the canal within three marine miles of either end. Vessels of war of a belligerent shall not remain in such waters longer than twenty-four hours at any one time, except in case of distress, and in such case shall depart as soon as possible; but a vessel of war of one belligerent shall not depart within twenty-four hours from the departure of a vessel of war of the other belligerent.

6. The plant, establishments, buildings and all works necessary to the construction, maintenance and operation of the canal shall be deemed to be part thereof, for the purpose of such convention, and in time of war, as in time of peace, shall enjoy complete immunity from attack or injury by belligerents and from acts calculated to impair their usefulness as part of the canal.

No Fortifications.

7. No fortifications shall be erected commanding the canal or the waters adjacent. The United States, however, shall be at liberty to maintain such military police along the canal as may be necessary to protect it against lawlessness and disorder.

Article III (Davis amendment). The provisions of paragraphs 2, 3, 4, 5 and 6 of article 2 shall not interfere with the measures which the Government of the United States, within the limit of the concession granted by the Governments of Nicaragua and Costa Rica, might find it necessary to take for securing by its own forces the defense of the United States and of the isthmian canal and the maintenance of public order.

In case the Government of the United States should find it necessary to avail itself of the exceptions for which this article provides, the other Power signatory to this convention (Great Britain) shall be notified by the Government of the United States.

It is likewise understood that the provisions of paragraphs 2, 3, 4, 5 and 6 of article 2 aforesaid shall in no case occasion any obstacle to the measures which the Government of the United States may think it necessary to take in order to secure by its own forces the defense of its possessions on the western coast of the United States.

Article IV. The high contracting parties will, immediately upon the exchange of the ratifications of this convention, bring it to the notice of the other Powers and invite them to adhere to it.

Article V. The present convention shall be ratified by the President of the United States, by and with the advice and consent of the Senate thereof, and by her Britannic Majesty; and the ratifications shall be exchanged at Washington and at London within six months from the date hereof or earlier if possible.

In faith whereof, the respective plenipotentiaries have signed this convention and thereunto affixed their seals.

Done in duplicate at Washington, the fifth day of February, in the year of our Lord one thousand nine hundred.

JOHN HAY.
PAUNCEFOTE.

Under this amendment the United States would be prohibited from blockading the canal in time of war.

The United States would be prohibited from erecting permanent fortifications commanding the canal or the waters adjacent.

The United States would be permitted, under the exemptions guaranteed, to take any steps necessary other than the erection of permanent fortifications to defend the canal and the territory of the United States, permitted to disembark troops, munitions of war and such other material as is necessary to defend the canal and the territory of the United States from attack.

The United States would be relieved from the provision of section 5, article 2, of the Hay-Pauncefote treaty, stipulating that war vessels in time of war shall not remain in the waters of the canal longer than a period of twenty-four hours, except in case of distress.

The United States would be permitted to maintain its vessels of war on Lake Nicaragua.

The ships of the United States would be relieved from the proviso which prohibits war vessels from leaving the canal within twenty-four hours from the departure of a warship of a belligerent.

The warships of the United States would be permitted to take on stores in transit through the canal.

Davis's Amendment.

Senator Davis's proposed amendment for the modification of the pending Hay-Pauncefote treaty dwarfed every other subject as a topic of conversation to-day, and to-night the Senate is divided as to what the amendment will mean when it becomes a part of the treaty.

Some conservative students of international law contend that the amendment will give the United States practically everything American sentiment demands.

Other equally distinguished diplomatic students insist that the amendment will not change the Hay-Pauncefote treaty in any vital respect, and that it is being offered merely as a sop to the sentimentalists.

The State Department is quoted by one Senator as laughing secretly at the amendment, with the knowledge that the Hay principal of a European concert for the control of the canal is conserved, and is credited by the same source of information with declaring that the State Department, though quite ready to accept the amendment, would not do so did it affect the vitals of the Hay-Pauncefote treaty.

Senator Davis's proposition is a diplomatic Lyddite shell, the fumes of which confuse everybody, and lead to all sorts of conflicting ideas as to the proper way to attack the treaty.

Senator Davis seems to enjoy the gropings of his senatorial colleagues to-day and maintains his customary silence.

The State Department announces that while Great Britain might not object to the amendment, the other maritime Powers of Europe probably would. The placid anti-Americanism of the State Department astonishes the oldest Washington observers who have, in the course of many years, seen all varieties of diplomacy, except this kind.

Europe Drawn In.

The stimulation of Europe in a purely American question has been so successful that to-day the State Department was, for publication, gravely suggesting the dangers the United States ran by doing anything calculated to arouse the resentment of France, Germany, Italy, Austria, Belgium and Russia.

By its declaration to-day, the State Department unofficially served notice that the various war lords of Europe have legitimate, moral and legal interest in the political control of the prospective Isthmian waterway. It is the opinion of conservative men that the State Department is departing from the path marked out by the statesmen of he past to so involve the United States with European antagonism that the Anglo-Saxon alliance must be resorted to in self-defense.

The way the State Department figures that the Davis amendment, which does not give the United States the right to fortify the canal or to blockade it, will be objectionable to the maritime powers of Europe, is interesting. Great Britain, it says, tricked the Powers signatory to the Suez Canal Convention, securing for Egypt the right to use the canal in defense of its own property, and its national integrity, and then obtaining the suzerainty over Egypt.

That in order to secure the substitution of the United States for Egypt the two Central American Republics must be annexed by the United States, is the contention of the State Department. Otherwise Nicaragua and Costa Rica must be placed toward the United States in exactly the position occupied by Egypt toward Great Britain.

Suggests Annexation.

If annexation occurs, says the State Department, then the United States would have the right to land troops, but if the second proposition is acted upon and the United States becomes the suzerain power over Nicaragua and Costa Rica, then these two countries alone will have the privilege of protecting the property.

The State Department winds up its remarkable argument by suggesting that while Great Britain probably would not object to either of these arrangements, the other European Powers would; they would not permit the United States to annex Nicaragua and Costa Rica, or permit the United States to exercise a protectorate over these two countries.

It is readily seen how dextrously the State Department stimulates European interests by these arguments, inflames the resentment of Nicaragua and Costa Rica, which do not want to lose their national characters, and artfully suggests that the only way to bring about the results desired by the Davis amendment is to form an alliance with Great Britain for the protection of the canal.

Senator Mason this morning introduced in the Senate his resolution to learn the facts as to the status of the Clayton-Bulwer treaty, as held by former Secretaries.

Members of the Foreign Relations Committee objected to immediate adoption of the resolution. Mr. Davis moved its reference to the Committee on Foreign Relations, which was done.

"It is evident," said Mr. Mason subsequently, "that the State Department is to be consulted before any resolutions bearing upon this subject are permitted to pass.

"The resolution which I introduced to-day is proper and only asks for certain information to which Congress and the people are entitled. Reference to the committee means that Mr. Hay is to be privately asked if the resolution is objectionable. If it is, of course, it will never be reported."

PRAISE FOR PAUNCEFOTE.

London, March 8.—In the House of Lords to-day Lord Newton asked whether, in view of the valuable services of Lord Pauncefote, British Ambassador at Washington, the advisability of prolonging his tenure of office would not be considered, adding:

"The task of maintaining our relations in their present happy footing is not likely to prove less difficult in the immediate future. In addition to the questions of great delicacy now pending, we have to look forward to the presidential election, which is productive of political eccentricities unknown in less enterprising countries."

The speaker also said he thought that the present moment was not a happy one for a change.

In reply Lord Salisbury, the Premier, said that Lord Newton had done what the French called "breaking an open door," for the measure which he favored had occurred some days ago. He added:

"I entirely agree with any eulogy passed on Lord Pauncefote, and I have shown this in the course taken in extending his tenure of office. The only observation which I have to make is that the question implies the extension as a reward for valuable services. I think it is rather the other way. It is to Lord Pauncefote we have to express our thanks that he has been kind enough to undertake the work for another period. We have every cause to express to Lord Pauncefote our gratitude that, at a critical time and when his remarkable experience and singular aptitude for the peculiar duties of his office render it desirable that he should continue in it, he has consented to do so."

Lord Kimberley, the Liberal leader in the House of Lords, associated himself with the eulogy passed upon Lord Pauncefote.

Answering a question in the House of Commons to-day, the Parliamentary Secretary for the Foreign Office, Mr. Broderick, promised that papers would shortly be presented to the house dealing with the subject of Great Britain co-operating with the United States in endeavoring to arrive at an agreement with the Powers to secure equal opportunities for the trade of all nations throughout the whole of China.

PROPOSED CANAL LEGISLATION.

The Hay-Pauncefote treaty as originally presented does not permit the United States to blockade or fortify the proposed canal.

Senator Davis's amendment would permit the United States, if American property were threatened, to protect it with ships and by landing men and munitions of war.

Secretary Hay says that while Britain might not object to this, the other European Powers probably would do so.

The contention is that England tricked the other Powers signatory to the Suez Canal treaty by securing for Egypt the right of defending that canal, and then obtaining suzerainty over Egypt.

Europe, therefore, the argument proceeds, suspects that America intended to annex Costa Rica and Nicaragua or establish a protectorate over them, in order to have the right in international law to land troops to defend the canal, as without such protectorate this nation could not do so.

The department finally points out that in order to carry out the provisions of the Davis amendment an alliance with England would be necessary.

Resentment and distrust of American intentions is aroused in Nicaragua and Costa Rica by the State Department's method of reasoning.

THE TAMALE MAN: "I HOPE THEY WON'T TRY TO ANNEX MY BASKET."

LABOR RIOT IN CHICAGO.

Seven Men Were Injured, One Probably Fatally.

Chicago, March 8.—Labor troubles culminated in a riot to-night on Wallace street. One man was shot and probably fatally wounded, and six others were injured, one of them seriously. The injured people are:

William Schindler, shot in the breast and seriously wounded by Joseph Walsh; will die.

Joseph Walsh, foreman for the Link Belt Machinery Company, nose broken and seriously bruised.

H. K. McLain, superintendent of same company, beaten about head and body; not serious.

James Coffey, machinist, bruised about body; not serious.

Sam Bonstra, machinist, bruised about body; not serious.

Peter Speck, machinist, beaten about the head; not serious.

Nicholas Debar, beaten about face; not serious.

It is believed other persons were hurt in the fight, but they escaped before the police arrived, and their names were not learned. For some time the strikers have followed Walsh and McLean every night when they left the shop, and have threatened to kill them. Tonight some one threw a club at Walsh, striking him in the back of the head. He accused Schindler, and when the latter denied it, a fight followed. A crowd of strikers gathered around and Walsh, believing his life was in danger, shot Schindler in the breast. Schindler, in reality, had nothing to do with the original assault on Walsh, having merely stopped to look at the crowd of men following Walsh and McLain.

A general fight occurred after the shooting of Schindler, and the strikers, to the number of forty, made an attack upon Walsh, McLain, Coffey, Bonstra, Speck and Debar, who defended themselves vigorously. Although badly pounded up, they managed to beat their own and beat off their assailants until the arrival of the police. Walsh was placed under arrest.

REVOLUTION ATTEMPTED.

Martial Law Declared Throughout Santo Domingo.

REPUBLIC SPECIAL.

Santo Domingo, Thursday, March 8.—(Copyright, 1900, by the New York Herald Company.)—Perico Pepin, former Governor of Santiago de Los Caballeros, with twenty men, attempted to start a revolution in this Republic. He was pursued and his small force was dispersed. Two prisoners were taken here and six in Santiago de Los Caballeros. Five more of the revolutionists were captured in this city. It is believed that Pepin will be caught.

The Government is supported generally and strong measures are advocated.

Martial law has been declared throughout the Republic.

NO HOPE OF RECOVERY.

Ex-Minister Phelps Is Gradually Growing Weaker.

New Haven, Conn., March 8.—Ex-Minister Phelps remains in about the same condition as this morning. He is very weak and is gradually, though not rapidly, failing. The physicians hold out no hope whatever for his recovery.

ST. LOUIS COUNTY NOTES.

—Harry Metzler of Maplewood filed complaint last Monday with Justice of the Peace Hansman, charging Waldo Woods, also of Maplewood, with petit larceny. He charges him with the theft of a set of harness. Wood filed counter complaint against Metzler, charging him with making a false affidavit. Wood is the son of Frank Wood, the real estate man, and Metzler is a nephew of ex-Judge Lippelman.

—The ladies of Meacham Park have formed a charitable society, called the Willing Workers. It is not under the auspices of any particular church. Its members will do sewing and other work for the poor.

—The Webster Choral Society will present next Tuesday night the cantata "Belshazzar." The society has been actively at work rehearsing under the direction of Professor William J. Jenkins. Professor Alfred Robyn will be the accompanist.

—Fred Kammer of Maplewood is very much excited over the theft of his Plymouth Rock and White Leghorn chickens. He says the poultry was stolen Tuesday night. The thieves chopped the heads off the chickens.

—Charles Appmeyer, Jr., 23 years old, who lived with his father on a farm near Fenton, St. Louis County, died Wednesday afternoon of appendicitis. He had been sick for two weeks. His family is well known about Fenton. He will be buried to-day at 3 p. m. from the St. Lucas Lutheran Church at Sappington in the cemetery of the same church. He was to have been married to a young lady of Fenton. His fiancee, whose name the family would not reveal, was with him during his last hours.

—Coroner W. E. Rouse of Clayton yesterday telegraphed to George Atzer of Morrisonville, Ill., advising him of the death of Simon Ginatetti, who committed suicide at Creve Coeur Wednesday. Atzer replied, asking the Coroner to hold the body until he heard from him again. Ginatetti had worked at Creve Coeur for a year, but no one knew the address of his relatives or friends. An unmailed postal card to Atzer was found in his pocket, and in this manner the latter's address was obtained.

—Some miscreant stole the business sign of Justice J. B. Greensfelder at Clayton Wednesday night.

CENTURY THEATER'S FUTURE.

Charles A. Spalding to Sign a New Five Year Lease.

The destiny of the Century Theater for the next six years will be settled within a few days, when Charles A. Spalding of New York signs a five-year lease, dating from the expiration of his present contract. A special dispatch to The Republic from New York announces that all details of the contract have been agreed on, and that nothing remains but the formal drawing up of the documents.

Mr. Spalding, according to the understanding, will continue to run the Century in connection with his own house, the Olympic, and the same class of attractions will be booked at Ninth and Olive streets as during this and last season.

The new contract is said to be similar in all respects to the present one, which still has a year and a half to run, and it is reported that the somewhat uneven division of attractions between Colonel Short's playhouses is to be made up by an equal division of the profits of the two. This division is said to be entirely satisfactory to the owners of the Century, notwithstanding the prestige given the Broadway theater. What this share amounts to in dollars and cents is not stated.

A. O. Rule of the firm of McCormick, Kilgen & Rule, agents for the Century building, returned from New York yesterday morning, but was noncommittal when questioned regarding the deal.

"I saw Mr. Spalding," he said. "In fact, I went to New York to see him on a business matter. Yes, we talked about a new contract for the Century Theater. I am not at liberty to say what point was reached in the negotiations."

In reply to further questioning, Mr. Rule declined to give a "yes" or "no" answer, and begged to be excused.

Colonel Pat Short, manager of the two theaters, and Mr. Spalding's local representative, also declined to confirm or deny the report.

None of the interested parties would say why a new contract was to be entered into so far in advance of the expiration of that now in force, but there were rumors in theatrical circles to the effect that a strong bid had been made for the theater by another management.

GOING BACK TO PRISON.

Thomas Jefferson Johns Has a Unique Record.

In the person of Thomas Jefferson Johns the holdover at the Four Courts last night contained a prisoner with a record unique and novel.

He admitted that he had murdered a man in Walnut Ridge, Ark., and had served one year in the penitentiary for the offense. He asserted that eleven members of the jury were in favor of a twenty-year sentence, and the other one insisted on the release of the prisoner upon the payment of $50 fine. The result was that a compromise of a one-year sentence was effected.

Prior to this sentence, Johns had been sentenced for counterfeiting in Kansas and sentenced to five years in the Fort Leavenworth Federal prison. After serving one year he escaped. It is for the purpose of finishing the Federal sentence that Johns is being taken back to Fort Leavenworth. When he was arrested on the charge of counterfeiting a woman named Ella Palkner was also arrested. They had been in possession of $2,000 in counterfeit money. The woman was released and Johns was sentenced to five years. After having served one year he escaped and was not identified until after he had been arrested on a charge of murder in Arkansas. Johns told several stories about "kangaroo courts" in Arkansas, and said that the murder he committed was the result of an effort to convert him in a court of that character. He said he shot a man named Bill Collins.

WOOL GROWERS' CONFERENCE.

Oregon, Idaho, Washington and Utah Represented.

Boise, Idaho, March 8.—At the joint meeting of the Idaho Wool Growers' Association and the Northwest Wool Growers' Association, comprising sheep growers of Oregon, Idaho, Washington and Utah, was held here to-day. Strong resolutions were unanimously adopted, indorsing the proposal of the Government to make a classified census of the live stock of the country; asking Congress to pass the Senate bill increasing the power of the Interstate Commerce Commission, and the bill extending the time of keeping stock in cars while in transit from twenty-eight to forty hours.

Resolutions were also adopted against the leasing of the arid lands of the Western States, and against the efforts of certain chemists to have the Bureau of Animal Industry discontinue the free distribution of black-leg vaccine virus.

The meeting was very encouraging, it being the largest attendance ever had.

RED ASH MINE VICTIMS.

Three Sent to New York Hospitals for Treatment.

New York, March 8.—Three victims of the Red Ash mine disaster arrived here to-day over the Jersey Central Railroad for treatment. They were sent to Hudson Street Hospital. They are:

Joseph Albensi, thigh broken, general contusions.

Frank Terace, nose, jaw and arm broken; general contusions.

Peter Pisonico, general contusions about the body and face.

The men were suffering great pain when they arrived at the hospital. They had received little or no treatment, and after their injuries were dressed at the Hudson Street Hospital they were removed to Bellevue. They were utterly helpless when found by the police at the ferry, as they could not speak English. They were worn out by the day's ride on the cars, but Terace is the only one whose condition is serious. The hospital authorities do not understand why the men were sent as far as this city for treatment.

MAJOR DAVIS ON CUBA.

Believes America Should Keep Its Promise.

REPUBLIC SPECIAL.

Houston, Tex., March 8.—Major John G. Davis, Surgeon, United States Volunteers, who spent sixteen months in Havana as chief sanitary officer, and under whose direction the cleaning of that Cuban city was accomplished, was here to-day, en route to San Francisco, where he has been ordered to report for assignment in the Philippines. He left Havana two weeks ago, and says there is no truth in the rumors of a probable uprising.

He believes, however, that the promises of the United States to give the Cubans free government should be carried out, and he says the native Cubans insist upon it. The American merchants and the Spanish on the island do not want the Cubans to have a government. He says the American soldiers on the island want to come home.

KILLED BY A TRAIN.

James Bufford's Death Witnessed by Many Persons.

REPUBLIC SPECIAL.

Springfield, Mo., March 8.—James Bufford, aged 73 years, was killed by the engine of a passenger train at Bolivar this evening in the presence of a large number of people who were standing on the depot platform.

Bufford was walking on the track when the southbound passenger train came in. The people shouted to him to get out of the way but, being hard of hearing, their warning came too late. The old gentleman turned to look just as the engine struck him, and he was killed instantly. His body was cut in two and his arms and legs severed from the body and dragged along the track. One woman fainted at the sight and others ran from the spot.

GUARDED BY POLICE.

Three Hundred Nonunion Men Put to Work in Chicago.

Chicago, March 8.—Under heavy police guard, over 300 nonunion workmen were to-day given work by contractors engaged in erecting various downtown buildings. This was the first serious attempt on the part of the contractors to resume the work interrupted by the strike of the unions affiliated with the Building Trades Council. Nearly all of the unfinished buildings were heavily picketed by the unions, but beyond one or two attempts to persuade the nonunion men not to go to work, no attempt was made to interfere.

TO DOUBLE CAPITAL.

Ogden Gas Co. Will Increase Stock to Ten Million Dollars.

Chicago, Ill., March 8.—The Board of Directors of the Ogden Gas Company to-day voted to recommend to the stockholders an increase of the capital stock from $5,000,000 to $10,000,000. A meeting of the stockholders will be called for April 10, to act on the proposed increase. The directors, however, constitute the stockholders, and anything which has the sanction of the one is sure to have the approval of the other. The additional capital stock will place the company in a position to issue the $10,000,000 in bonds authorized some time ago.

SALESMAN SHOT HIMSELF.

Adolph Schusterman Committed Suicide at Giddings.

REPUBLIC SPECIAL.

Houston, Tex., March 8.—Adolph Schusterman, a traveling salesman of Austin, committed suicide at Giddings last night. He shot himself behind the left ear, the ball passing through his head. He was well known in the South.

To Inspect the Meramec Springs.

The members of the Board of Public Improvements will depart at 9 o'clock to-night over the Frisco road for St. James, Mo., to inspect the water supply at Meramec Springs. The Flynn Water Supply and Filtration Company of New York, which submitted last month to the board a proposition to furnish St. Louis a cheap, pure and abundant supply of water, has extended an invitation to the members of the board to make the trip to Meramec Springs, which they proposed to use as the source of their supply, to personally satisfy themselves as to the feasibility of the proposition. The trip was to have been made last week, but owing to the inclemency of the weather, it was postponed until a more favorable opportunity. All the members of the board have signified their intention of making the trip. They will return to the city to-morrow morning.

Knocked Down by a Runaway.

Alma Tiemann, 7 years old, of No. 2726 Victor street, was knocked down by a runaway horse at the corner of Devoisey street and Gravois avenue while on her way home from school yesterday afternoon. She was removed to her home, and Doctor Konzelman of No. 2124 Gravois avenue pronounced her injuries not serious.

The horse, which was being ridden by Arnold Ingenhut of No. 1710 Russell avenue, had become frightened at a steam roller, and the rider lost control of the animal.

Eighth District Convention.

REPUBLIC SPECIAL.

Woodstock, Ill., March 8.—The Eighth District Republican Senatorial Convention was held here to-day. D. L. Smiley of this city was chairman, and Fred B. Whitney of Waukegan secretary. Dufay A. Fuller of Belvidere was nominated for State Senator, and George R. Lyon of Waukegan and E. D. Shurtleff of Marengo for Representatives, all by acclamation. A resolution was adopted that they be uninstructed for United States Senator. No other resolutions were adopted.

STATE OF MISSOURI RAILWAY REPORTS.

The Board of Commissioners Gives Figures for the Last Fiscal Year.

DECREASE IN CONSTRUCTION.

Was Slight and Due to Yard Tracks and Switches—Increased Earnings—General Railroad News.

REPUBLIC SPECIAL.

Jefferson City, March 8.—Secretary James Harding of the Missouri Board of Railroad and Warehouse Commissioners gives the following showing of the condition of the railroads of the State, as reported to that office for the year ending June 30, 1898. The report was delayed by reason of some companies not filing their annual statements in time, and some did not comply with the law and filed no annual statements:

Dividends were declared at rates varying from 1 to 5 per cent on the stock of eleven companies. These companies operated 24,941 miles of road, of which 2,641 miles (being 10.60 per cent), are in Missouri. These dividends amounted to $15,720,478.50, being 6 per cent on $262,007,975. This would be an average of 6 per cent on $10,519.75 per mile of road operated by the companies reporting.

The number of companies operating or controlling railroads in Missouri was forty-one, and of the eleven declaring dividends but one, the Hannibal and St. Joseph, can be considered as being wholly in Missouri. On June 30, 1899, the following named roads were in the hands of receivers: St. Clair, Madison and St. Louis; Belt; St. Louis, Kansas City and Colorado, and Kansas City, Pittsburg and Gulf.

Including main and branch lines, there were, in Missouri on June 30, 1899, 147 railroads, not including logging roads, or lines operated by electricity, cable or horse power.

Twelve companies control 88.70 per cent of the railroad mileage of the State, the Missouri Pacific leading, with 18.07 per cent, followed by the Chicago, Burlington and Quincy, with 14.91 per cent. The mileage controlled by these twelve companies in Missouri is 6,472.75 miles.

The counties of Dallas, Douglass, Maries, Ozark, Stone and Taney are still without railroad facilities.

The mileage of main line (single track) of railroads in the State on June 30, 1899, was 6,844.87 miles, showing an increase since June 30, 1898, of 20.55 miles. The actual new mileage was 34.42, as follows:

Chester, Perryville and Ste. Genevieve, 7.94; Kansas City, El Dorado and Southern, .1; Kansas City and Northern connecting, 10.50; St. Louis and Memphis, 13.93. Total, 32.94. Mileage not before included in statements: Louisville and Nashville in St. Louis, .15; and Leavenworth, Bridge and Terminal Company, .93, making a total of 34.02.

Deducting Cherry Valley Railroad, abandoned, six miles, and decrease by reason of corrections of mileage, sundry lines, 7.47; total decrease of 13.47.

This shows a net increase of 20.55 miles. Statement of all tracks shows as follows: June 30, 1899, 8,498.47; June 30, 1898, 8,495.73. Deecrease, 27.25 miles.

This decrease is by reason of the correction of statement of yard tracks and sidings, which for 1898 was 1,573.06 miles, while for 1899 it is 1,522.81 miles, a decrease of 50.04 miles. Main lines increased 20.55 miles and second and third tracks 2.21 miles, being an increase of 22.76 miles, which deducted from 50.04 miles, leaves net decrease as per statement of 27.28. There is no actual decrease of mileage of yard tracks and sidings, there being, in fact, an increase, but errors in former statements cause an apparent decrease.

So far as reported the average cost of construction and equipment of 26,126 miles of road up to June 30, 1899, was $1,759,628,786, being an average of $48,202.59 per mile. Capital stock reported: Common stock, $638,860,863; preferred stock, $278,356,950; debenture scrip, $12,998,553. Total, $929,874,615. Average per mile, $35,579.

Aggregate debt: Mortgage bonds, $856,155,241; income bonds, $83,642,607; equipment bonds, $7,808,715; miscellaneous obligations, $51,894,033. Total, $979,500,596. Bonds per mile, $35,549. Total debt per mile, $38,978.

Cash assets reported were $17,121,083.61.

Current liabilities reported, $14,236,142.

Excess cash assets, $2,784,921.61.

Revenue from transportation, $213,722,197.98.

Revenue from other items incident to operation, $5,578,299.93.

Total from operation, $218,300,497.91.

Revenue per mile, $8,759.10; 26.32 per cent was derived from passenger service; 70.88 per cent was derived from freight service; 2.61 per cent was derived from other items; the expense of operation was $140,454,124.39. Average, $5,685.70 per mile, being 64 25-100 per cent of the earnings.

The total revenue from operation was $218,300,497.91.

Expenses of operation, $140,454,124.39.

Net from operation, $77,846,373.52.

Increase from sources other than transportation, $7,952,497.08.

Total income, $88,798,870.60.

Payments from income: Interest, $49,217,611.26; rentals, $3,469,261.67; taxes, $7,831,883.06; permanent improvements, $795,652.37; all other payments, $1,128,529.14. Net increase of $26,356,112.50.

Payments from net decrease—Dividends, $15,720,478.50; all other payments, $1,311,512.51; surplus, June 30, 1899, $9,837,121.49.

Passengers carried, 46,794,476; average distance carried (miles), 44.52; average from each passenger, 56.31; average earnings per passenger (cents), 2.44; average passenger earnings per mile, 2.19-10; tons of freight handled, 81,954,271; average distance (per ton) handled (miles), 116.46; average amount received per ton, $1.699; average amount received per mile (cents), 1.460; average freight earnings per mile, $4,058.06; average number of freight cars in freight trains, 17.24; average number of loaded cars in freight trains, 12.05; average load per train, 170.71 tons; average load per car, 12.94 tons; average receipts per train, $289.40; average receipts per loaded car, $23.54.

Forty companies show a surplus of earnings over operating expenses, while three show deficits.

Twenty-four companies show net income after deducting operating expenses, interests, rentals, taxes permanent improvements and other payments, while 19 show deficits. So far as reported $904,622.15 were paid in taxes in Missouri during the year ending June 30, 1899. Three important companies, one of them the largest tax-paying railroad company in Missouri, make no report of taxes paid in this State.

Ninety-six per cent of main line in Missouri is laid with steel rails; 43,958 tons of steel rails were used in renewal and repairs in Missouri during the year. 2,916,000 ties were used in renewal and repairs. Seventy-two per cent of main line is fenced. More than 72 per cent of main line track is ballasted, either with broken stone, gravel, cinders or burnt clay.

Including flag stations, there are 1,621 railroad stations in Missouri and 1,256 station-houses.

During the year there were built by railroad companies in Missouri: Thirty-nine steel bridges, length 3,330 feet; 2 combination bridges, length 152 feet; 3 steel trestles, 329 feet; 86 wooden trestles, length 12,256 feet; total length, 16,067 feet; length in miles, 121-110; average length, 186.8 feet. 42 employes, one in 2,118 was killed; one in 36 were injured. Of passengers, one in 4,673,947 was killed; one in 224,362 was injured.

WESTERN EXECUTIVE OFFICERS.

Some Important Measures Acted Upon at the New York Meeting.

New York, March 8.—The meeting of the presidents and leading executives of the Western and Transcontinental lines reconvened this morning. When the conference finally adjourned at noon, to be convened in regular session on the first Wednesday in June, it was announced that an agreement had been reached on all subjects under discussion, but that there were no reasons or other formal actions of the conference to be given out.

It was learned, however, that the chief business of the morning session had been the discussion of the report submitted by the committee of thirteen officers appointed at yesterday's meeting to consider the various matters which had developed differences of opinion at that meeting. This committee agreed upon a report which was accepted by the meeting.

The action of the presidents at the last conference in abolishing ticket commissions was reaffirmed, with additional restrictions, which the month's experience under the new order seemed to make desirable as further safeguards. After the close of the conference, its chairman, President Jeffry of the Denver and Rio Grande, prepared the following statement as a formal record of the sessions:

"First—The discontinuance of commissions, stipends and other consideration for the sale of tickets. The committee in charge of this matter was continued, with enlarged powers and duties.

"Second—Pledges to the Interstate Commerce Commission of strict observance of all lawful methods in the conduct of interest in traffic.

"Third—The adoption of resolutions directing executive officers of lines in certain localities to confer and adjust existing differences, which in the mind, are of minor importance.

"Martin Knapp, chairman of the Interstate Commerce Commission, and Commissioner Prouty were in attendance on Wednesday, and the former addressed one of the sessions on the duties and responsibilities of the carriers and of the important commission over which he presides.

"Jeffry said he felt very much gratified at the spirit which was developed throughout the whole conference. A great deal has been done and forgotten, the traffic situation, as affecting both freight and passenger rates, in the West and among the Southwestern and Northwestern lines.

"While some points remained unsettled a variety of equities, there were only such differences as would be expected in a body made up with a large number of active men were presented. In the end a mutual understanding was reached on all points.

"The fact that the conference took an adjournment for three months ought to be considered evidence that amicable relations continued and that there is nothing in the situation which produces a serious disturbance of the harmonious understanding which has existed for a considerable time. While there may not seem to be much to point to in the way of definite action, the meeting was helpful and important. For one thing, I regard the question as very important, the abrogation of rebate commissions seems to have finally been accomplished. The action on this subject, taken at the January meeting, was reaffirmed and strengthened, and is now in very satisfactory shape. The conference declared that its members would adhere to tariff rates and observe the published tariffs in accordance with the requirements of the Interstate Commerce Commission law.

"There was no agreement on rates, in fact, no rate was mentioned or discussed at any time."

RATE DISCRIMINATION.

Another Problem Which the Texas Commission Must Solve.

REPUBLIC SPECIAL.

Austin, Tex., March 8.—The Texas Railroad Commission was to-day in receipt of a largely signed petition from Paris, Tex., protesting against the low rates allowed by railroads on shipments to Texarkana and Shreveport by interstate lines, which, it is claimed, are a decided discrimination against Paris as a Texas distributing point.

These low rates to the two points named permit the jobbers there to undersell the Texas merchants, and the commission has repeatedly requested some relief from the railroads in order to meet the unjust discrimination.

The railroads have in every instance made promises. To-day the commission addressed them a communication, stating that unless some relief was granted the Texas points at once drastic measures would be taken looking to a reduction of the State rates to meet the competition at the point named.

Such a movement on the part of the commission would throw the entire rate situation in Texas into a muddle and reduce railroad earnings from 2 to a per cent.

TICKET AGENTS.

Annual Convention of the International Association of Atlanta.

Atlanta, Ga., March 8.—The annual convention of the International Ticket Agents' Association opened here to-day. When the convention was called to order, Governor Candler, Mayor Woodward and Charles E. Herman delivered addresses of welcome.

To-morrow the agents will go to Jacksonville. They will also visit Tampa, St. Augustine and other points, returning by way of Savannah, Charleston, Asheville and Cincinnati to Chicago.

Passengers' Pranks in Sleepers.

A recent case in the Texas courts emphasizes the need which exists in some quarters for a more efficient regulation in connection with the conduct of passengers in sleeping cars. Some individuals seem possessed of the idea that because they have paid their fare they have the right to conduct themselves as they please regardless of the surroundings. Such persons should be taught that other people have rights which should be protected, one of which is exemption from excessively boisterous conversation. It not infrequently happens that a party will occupy a section and more frequently the smoking-room, and become exceedingly hilarious, to the great discomfort of quieter-disposed or even sick people who may be upon the same car. The case referred to resulted in a judgment of $300 against the railroad company for permitting such a disturbance, and it is hoped will serve as a reminder of their duties in the premises.

O. R. T. Grievance Committee.

REPUBLIC SPECIAL.

Topeka, Kas., March 8.—The Santa Fe Telegraphers' Grievance Committee failed to secure an increase in the schedule of wages from General Manager Mudge, and have gone to Chicago to appeal to Vice President Barr.

Personal and Current Notes.

—D. Bowen, general Western passenger agent of the Chicago and Alton, was in Kansas City yesterday.

—H. McCord, superintendent of the St. Louis division of the Illinois Central, was here yesterday.

—R. T. G. Matthews, traveling passenger agent of the Missouri Pacific at Louisville, was a visitor here yesterday.

—E. J. Flynn, traveling passenger agent of the Missouri Pacific at Salt Lake City, was at headquarters yesterday.

—A call has been issued by Chairman MacLeod of the Western Passenger Association for a meeting to be held in Chicago next Monday.

—The Lumbermen's Association met here yesterday at the Southern Hotel to discuss rates for the coming year.

—The Central Passenger Association will hold its regular quarterly meeting in Chicago on March 14.

—The Lehigh Valley Railroad has placed an order with the Baldwin Locomotive Works for three passenger locomotives that will be used on their Black Diamond Express trains; and the engines are to be delivered some time in May. These new engines, in a general way, will be the same as those now used for the Black Diamond service, except that they will be considerably heavier and more powerful; they were designed by Mr. S. Higgins, superintendent of motive power of the Lehigh Valley road.

—W. S. Smith having resigned as traffic manager of the L. & A. R. R. to accept service elsewhere, the office is abolished. All matters pertaining to the traffic of the L. & A. should be addressed to E. E. Porter, G. F. & P. A., L. & A. R. R., Stamps, Ark.

—C. S. Crane, general passenger agent of the Wabash, has returned to headquarters from the East.

Baseball Uniforms

Made to measure. Samples and prices on application. Rawlings Sporting Goods Co., 620 Locust st.

Major Philip N. Vaugine.

REPUBLIC SPECIAL.

Pine Bluff, Ark., March 8.—Major Philip N. Vaugine died at his home at Sherrill, in this county, to-day, aged 64 years.

Busy Bee Bargain Day To-Day.

French Cream Mixture, 10c a pound.

John Neel Fell Dead.

REPUBLIC SPECIAL.

Dallas, Tex., March 8.—John Neel fell dead last night while walking on the rear porch of his residence on Haskell