

**\$7.50 Chicago and Return.**

Here is a splendid opportunity to visit the second city in the United States at half what it would usually cost. These low rate tickets will be sold August 25th to 29th, inclusive. Limit, September 1st, under easy conditions to be extended to September 30th.

**Wabash Ticket Office,**  
Broadway and Olive, S. E. Cor.

**AIR BRAKES FAILED TO WORK.**

Collision Between Missouri Pacific and Rio Grande Trains.

Colorado Springs, Colo., Aug. 14.—A head-on collision on the Denver and Rio Grande Railway to-day at Monument, about twenty miles north of this city, resulted in the death of two persons and the injury of several others.

**WOMEN STABBED WORK.**

Two Assaults—In Both Instances the Victims Were Milking.

**REPUBLIC SPECIAL.**

Louisville, Ky., Aug. 14.—Near this place yesterday Mrs. George Hall stabbed her sister-in-law, Miss Anna Hall, and it is thought the wound will prove fatal as the knife punctured one of the lungs. The woman fled to West Virginia, but was brought back and placed under bond.

**THIS GIRL WAS KILLED.**

Harlan, Ky., Aug. 14.—While Vina Daniel was milking a cow at her mountain home near here yesterday, she was stabbed from behind by a fence post which she had been using for a support. The woman was killed instantly.

**Signs of Every Description.**

Williamson-Gaining Co., 516 Walnut st. Commercial signs for any business.

**SEEKS LEGAL SEPARATION.**

E. M. Tallis Says His Wife Is Not Divorced From Former Husband.

Edward M. Tallis, a Jeweler, living in Weston, filed a suit in the Clayton Circuit Court yesterday for divorce from his wife, Mary Tallis. He married her in 1891 and separated from her only a short time ago.

**SPECIALTIES.**

Louis C. Bohle Livery Co., Undertakers and Embalmers.

**DEATHS.**

At Seattle, Wash., Lillie, daughter of John B. and Elizabeth Calvert, and sister of Mrs. M. A. Calvert, died August 14.

**COAST—Lewis Gray** died August 13, 1900, at his residence, No. 739 Broadway, New York, N. Y., at 2 o'clock, P. M.

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**"AN EVEN BREAK"**

Recent Democratic Convention of Texas Reviewed—Where Hogg and Bailey Scored.

**FIRST CONTEST A STAND-OFF.**

**Hogg's Remarkable Fight in the Face of a Storm From Hostile Delegates, Who Became His Friends.**

Mexia, Tex., Aug. 13.—The State Democratic Convention of 1900 was in every way the most remarkable in the history of the State, not excepting the famous convention at Houston in 1852, when the Clark mob bolted and set up for themselves. This year it was not a contest for the leaves and fishes, but a play for position between two great elements in the party; or, more properly speaking, it was a fight between the administration of Governor Sayers, allied with the Bailey people, among whom are all the Democratic Congressmen, on the one hand, and ex-Governor James S. Hogg and his friends, on the other. For several weeks previous to the convention, certain vague and indefinite rumors of a fight were ventilated in the press, and when the day came for the convention every one was on the alert for a "scrap," although a determined effort was made by many to keep peace, at least on the surface.

**The Issue.**

As has been told in The Republic, the immediate cause of the cyclone, for such proved to be the contest, was the fight and the new Waters-Pierce Oil Company. It will be recalled by Republic readers that for several years the State of Texas has been trying to drive the trusts out and that the test case was that of the State vs. the Waters-Pierce Oil Company. After having carried the matter into the United States Supreme Court, the State won the fight and the company was perpetually enjoined from doing business in Texas. The company secured a stay of proceedings from Attorney General Smith, and one day its president and leading attorneys arrived in Austin with a check for \$100,000, and the company was dissolved, and immediately a new company had been chartered in Missouri. The Secretary of State applied to the Attorney General for a permit to grant the permit to be granted to the new company. The permit was given, and an oath, in conformity with the anti-trust act of 1890, was made by the president of the new company, and the business of the Waters-Pierce Oil Company proceeded just as if nothing had happened. The country rejoiced at the result of the fight, which had been brewing for some time. The wounded woman says she was milking when Mrs. Hall walked on her hold, and stabbed her. There was no witness.

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were demolished. All the train men jumped and no one was hurt. The damage to the railroad company will be about \$20,000.

**BOUTWELL IS FOR BRYAN.**

Support of Democracy Alone Can Defeat Imperialism.

**REPUBLIC SPECIAL.**

Indianapolis, Ind., Aug. 14.—George S. Boutwell, of Massachusetts, president of the American Anti-Imperial League, tonight gave out the following signed statement:

"I intend to speak to-morrow when the congress shall have been organized, and at the close of my remarks I shall express my opinion as to the policy those who are opposed to the national administration ought now to pursue.

"I am opposed to the proposition of nomination of an independent candidate and the organization of an anti-imperialist party. The objections to such an undertaking that are apparent are these:

"The party could not be able to command the masses and the vote of the country. It would be a party of a few individuals of standing and influence in the nation.

"Next, it could secure only a limited support from the press of the country.

"Finally, the party could not obtain money for the necessary expenses of the campaign in competition with the party of the day. At the end many anti-imperialists would vote for Bryan. Others might vote for the imperialist party and still be the imperialist party and still be the imperialist party.

"The first day's session of the National or third party convention would be a mere farce, no formal action being taken beyond the appointment of a committee to draft a platform and a set of resolutions, whose convention opens to-morrow.

"The sentiment among the 'independents' was strong against the candidates of both Boutwell and Bryan and seemed to indicate that if the party were organized, it would be a party of a few individuals of standing and influence in the nation.

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**RAILROAD NEWS**

FROM ALL POINTS.

**St. Louis Merchants' Exchange Asks Clover Leaf Officials to Make Headquarters Here.**

**RESOLUTIONS ON SUBJECT.**

Greater Part of Road's Business Originates Here, Its Largest Terminus—Texas Commission Hearing—Notes.

The Toledo, St. Louis and Western Railroad, or the Clover Leaf, as it is universally known, has been invited to make its headquarters in the St. Louis, the principal terminus of the line, where the greater part of its business originates or is exchanged with its connections. This invitation comes from the merchants and business men generally of this city, through the medium of resolutions passed by the Board of Directors of the Merchants' Exchange of St. Louis.

It was thought that as soon as the old company was fully reorganized and the new management had assumed control that the general offices of the company would be removed from Toledo to this city. When President Norton and Traffic Manager Whitney were here recently they said no action had been taken toward moving present headquarters, but they were very favorably impressed with the arguments presented to them by the St. Louis business men they met. This city is the logical headquarters for the new management to establish general offices here.

The following are the resolutions passed at today's meeting of the Merchants' Exchange of St. Louis has been granted to hear of the reorganization of the Toledo, St. Louis and Western Railroad Company.

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**Wentworth Military Academy**

Government supervision. COL. SANFORD GRADUATES. Preparation for University and National Academies. STATE, SANFORD SELLERS, M. A. Supt., LEXINGTON, MO.

**1831—LINDENWOOD COLLEGE FOR WOMEN—1900**

ST. CHARLES, MO. 20 Miles From St. Louis.

**KEMPER MILITARY SCHOOL.**

BOONVILLE, MO. Oldest and most prominent Military Academy in Missouri. Thorough instruction in Military and Business. Best of Home and Military Departments recognized by both State and U. S. Governments. Col. T. A. JOHNSTON, A. T., Supt.

**BUNKER HILL MILITARY ACADEMY.**

Forty miles from St. Louis. 100 large trees on campus. Fine equipments. Spacious gymnasium. Experienced and scholarly teachers. Personal training and care. No better at any price. Ask for catalogue and view. Open Sept. 12. ST. LOUIS, Mo., 1111 E. Barker Hill, St.

**\$6.00 TO EUREKA SPRINGS, ARK., via Frisco Line**

And Return. FRIDAY, AUGUST 17, 1900.

SPEND YOUR Vacation on the Top of the Ozarks. Cool, Invigorating Climate. Unequaled Medicinal Waters. Picturesque Mountain Scenery.

Tickets will only be good for going passage on train leaving St. Louis 9:00 p. m., Friday, August 17, and will be good to return until and including September 1, 1900. Ticket Offices, Broadway and Chestnut St. and Union Station.

up their Long Island purchase. On Saturday last their experts completed a detailed examination of the lines of the Brooklyn Rapid Transit Company with a view to purchasing part of the system which would give the Railroad a large block of bonds of the bankrupt Brooklyn Water and Electric Company on the Brooklyn side of the river. The company is to be reorganized in the future and the project of securing so much water front and the recent ferry purchase on an enormous scale as a railroad center.

**DIFFERENTIAL RATES.**

Open Movement at Chicago to Have Them Abolished.

Chicago, Aug. 14.—Western roads are beginning to take a hand in the fight about differential rates between Chicago and New York and St. Louis and New York, and it is their intention to assist the standard lines in their efforts to bring about equal rates by all routes.

One of the prominent Western general passenger agents yesterday said that equal rates were given several years ago to waker or inferior routes between the cities of Chicago and New York and St. Louis and New York, as an inducement to agree with the stronger lines of Chicago and New York. Gradually the weaker lines that without such an arrangement they could not carry a sufficient amount of traffic to keep up their pool percentages.

The arrangement worked well at the start, and until the weaker lines commenced quarreling amongst themselves as to the amount of traffic they ought to have, when the new rate schedule was put in effect. The differential lines improved their train equipment and general facilities for handling passengers and freight, and gradually good and luxurious accommodations and as fast time as the other lines.

The idea that the shortest line in the matter of time, the only line operating through the country with an equipment of the highest class in competition for traffic from Kansas City to New York, should charge the lowest rates, is a very serious matter. It is a business from their cities by such a competition.

**TRANSMISSOURI LINES.**

Difficulties in the Way of a Passenger Association.

Chicago, Aug. 14.—If there is to be a Transcontinental Association formed at the coming meeting in Glenwood Springs, Colo., it will have to be without the help of the Great Northern. A passenger representative of the Great Northern declined yesterday, emphatically declaring that the Great Northern would not enter into any association with the other six entities. He said the Great Northern declines to become a party to the agreement the Northern Pacific and the other five entities have made, and northern lines will not be represented.

Chairman John Sebastian of the committee to develop and organize such an association stated a few days ago that one would be formed with the help of the Great Northern, but if not, the California business is not affected, and that the Transmissouri lines have no interest in the association for the control of business in the West. The Northern lines, however, can do very little to disturb the passenger business of the Transmissouri lines and Western lines would like their aid.

**Eastbound Shipments.**

Chicago, Aug. 14.—There was a large increase last week in eastbound shipments of grain, and provisions. The Erie continued to carry more than any other competing line. The following table shows the shipments last week by the various roads:

Line	Tons	Grain	Provs.
Wabash	1,200	70,000	2,500
Chicago & North Western	1,500	80,000	3,000
Michigan Central	1,300	75,000	2,800
Lehigh Valley	1,100	65,000	2,200
Delaware & Hudson	1,000	60,000	2,000
Pennsylvania	1,200	70,000	2,500
Brooklyn & Albany	1,100	65,000	2,200
Grand Trunk	1,000	60,000	2,000
St. Lawrence & Atlantic	1,100	65,000	2,200
Erie	1,200	70,000	2,500
Totals	13,500	1,300,000	40,000
Previous week	10,144	974,000	29,700

**Northwestern's Passenger Engines.**

REPUBLIC SPECIAL.

Omaha, Neb., Aug. 14.—Six new passenger engines have been received by the Northwestern and six more are coming for the line through trains between Omaha and Chicago. These engines are built on entirely new plans that guarantee them to be steady, everyday work, with still greater possibilities for emergencies. The principal feature of the new engines is the use of a new type of broken into use from Omaha to Chicago. It is said that a new schedule will be made to carry possibilities over the new double track of the Northwestern.

**C. & A. at Bowling Green.**

REPUBLIC SPECIAL.

Bowling Green, Ohio, Aug. 14.—The general officers of the Chicago and Alton Railroad were here to-day making arrangements to put in extended trains between Chicago and St. Louis. The new schedule will be made to carry possibilities over the new double track of the Northwestern.