TO-DAY'S NEWS IN BRIEF.

BUSINESS.

Discount rates were 5 to 7 per cent on call and time loans. Clearings, $7,015,618; balances, $497,766. New York exchange, 25c discount bid, 40c discount asked; Louisville, 25c discount bid, par asked; Chicago, 25c discount bid, 25c discount asked; New Orleans, 25c discount bid, par asked; Cincinnati, 25c discount bid, par asked.

The local wheat market closed higher at 71c bid Dec., 71½c nominal Jan., 70½c asked May, 72@72c No. 2 red; corn closed higher at 25½c Dec., 25½c May, 26@26½c No. 2 white; oats closed at 20½c Dec., 20½c May, 20½c No. 2.

The local market for standard mess pork closed firm at $13; prime steam lard closed higher at 6.95@7c for East Side.

The local spot cotton market closed quiet.

LOCAL AND SUBURBAN.

Another public hearing on the proposition to reduce water rates will be given at 10 o'clock to-morrow morning at the City Hall.

C. A. Miller, who used $12 belonging to his employer while too ill to work, is arrested for embezzlement.

Frank L. and Louise Krueger are searching the city records to learn if they are brother and sister.

Annie Lambert and William J. McGuirk, formerly sweethearts, meet at City Hospital while both suffer from effects of poison.

Job Gaylord may lose the house which he has been six years in building.

Directors of the Transit Company hold their annual meeting today.

The suit of Anders Zorn, an artist, against H. Clay Jarboe for $750 for painting three portraits, comes up in Circuit Court today.

The Little Sisters of the Poor occupy a house recently presented to them in Gravois avenue.

Candidates for clerical positions in the Missouri General Assembly are numerous.

More than $200,000 additional subscriptions to the World's Fair fund were reported last night at the meeting of committees.

A feud between Edwardsville families resulted in one woman throwing boiling water upon another's head.

Insufficient appropriations for lighting public buildings threaten to leave the institutions in darkness this winter.

The fair and bazaar for the Altenheim was informally opened at the Liederkranz Hall.

An insane patient in the City Hospital observation ward attacked and nearly killed the matron.

The third excursion of St. Louis manufacturers and merchants leaves Union Station for Vincennes, Ind., this morning.

Vernor Russell, a bellboy, confesses that he stole large sums of money from the pockets of members of the St. Louis Club.

St. Louis Transit Company directors meet to-day. Changes in the directorate are rumored.

WASHINGTON.

Senator Pettigrew of South Dakota denies that he is opposing the ship-subsidy bill and other Republican measures out of revenge inspired by the result of the November election.

The report of the Isthmian Canal Commission unanimously recommends the Nicaraguan route. Their conclusions and observations were forwarded to Congress by the President.

Mississippi Valley shippers petition Congress to improve the Mississippi River from St. Louis to the passes.

The Senate voted to substitute the ship-subsidy bill for the Spooner Philippines government measure, and Senator Frye began the opening speech for the bill. Senator Vest will offer an amendment taxing foreign-built ships in American trade.

Senatoir-elect Dolliver of Iowa was sworn in and assigned to committees.

The Senate authorized George D. Meiklejohn, Assistant Secretary of War, to accept the decoration of Chevalier from the Government of Norway and Sweden. Captain N. M. Brooks, Superintendent of Foreign Mails, is permitted to accept a decoration of the Red Eagle from the Emperor of Germany.

The House held a short session, receiving Mr. Conner of Iowa, the successor to Senator Dolliver. The army reorganization bill will be reported to-day.

GENERAL DOMESTIC.

Presbyterian Creed Revision Committee meets at Washington.

Many awards made at the Chicago Live Stock Show.

Wife of Lecturer Stoddard sues for divorce.

W. C. T. U. National Convention petitions President McKinley and the heads of foreign Governments to keep liquor, opium and arms out of colonies.

Guatemala complicates the May case by arresting him as he was leaving for the United States.

Southern Industrial Convention meets at New Orleans.

FOREIGN.

General Mercier, in the French Senate, declares that invasion of England is feasible and urges a change in army maneuvers so as to be ready for such a contingency.

RAILROADS.

It is reported that a new transmissouri passenger association will be formed.

The rumor that the Burlington will absorb the St. Joseph and Grand Island is denied.

The Alton has declared a 2 per cent dividend and elected two new directors.

Allen Cameron has resigned as assistant general freight agent of the Canadian Pacific.

The New York Central is contemplating further improvements.

The Interstate Commerce Commission will give a hearing to St. Louis shippers at Washington on Monday next.

Western executive officials will meet in New York to-day.

Freight rates on pig iron from Pittsburg to the seaboard will be reduced on January 1.

Marine Intelligence.

New York, Dec. 4.—Arrived: Furnesia, from Glasgow.

Liverpool, Dec. 4.—Arrived: Livonian, Montreal.

Queenstown, Dec. 4.—Arrived: Oceanic, New York, for Liverpool.

Gibraltar, Dec. 4.—Sailed: Kaiser Wilhelm II from Genoa and Naples, New York.

New York, Dec. 4.—Sailed: Cymric, Liverpool.

Imperfect Digestion

Makes life a burden for many. To enjoy life, to have a sound body, a vigorous mind, it is necessary for the digestive organs to be perfect. EUPEPSIA TABLETS relieve indigestion at once, and a cure is positively guaranteed in every case, of however long standing. This remedy is not a patent medicine, but a prescription that is being used among the best medical faculty in their own private practice most successfully.

Gallatin, Ark., Aug. 1, 1900.

EUPEPSIA COMPANY, St. Louis, Mo.:

Gentlemen—I wish to say that I have been a sufferer of indigestion for two years. I have tried almost everything recommended. I have used two boxes of EUPEPSIA TABLETS, which did me more good than all the medicine I have ever taken during my trouble. I can heartily recommend EUPEPSIA TABLETS to all who may be troubled with indigestion or catarrh of the stomach. Yours truly, R. P. PLATT.

EUPEPSIA TABLETS are sold under an absolute guarantee to refund money in all instances where they fail. Where EUPEPSIA TABLETS cannot be obtained from local druggists, they should be ordered forwarded by mail. They sell for 50c a box. Sent prepaid through mail upon receipt of 50c in postage. Every box contains two weeks' treatment.

Caution—Take no substitute for EUPEPSIA TABLETS. There is nothing "just as good."

Address EUPEPSIA COMPANY, 322 Clark Ave., St. Louis, Mo.

SENATE CONSIDERS SUBSIDY BILL FIRST.

Philippines Government Measure Sidetracked by Pet Scheme of Senator Hanna.

VEST HAS AN AMENDMENT.

He Would Tax Foreign Ships in American Trade, Giving Builders Here an Advantage Without Cost to Government.

Washington, Dec. 4.—The programme of the Senate leaders for a business session was taken up in earnest today, and material progress was made.

What is popularly known as the ship-subsidy bill was made the unfinished business of the Senate instead of the Spooner Philippine measure, and the discussion of it was opened by Mr. Frye of Maine, chairman of the Committee on Commerce, from which the measure was reported. He addressed the Senate to-day for more than an hour and a half.

Recognized by his colleagues as an authority upon the subject, he was accorded close attention. He had not concluded when the Senate adjourned.

As soon as the session opened the credentials of Senator-elect Dolliver of Iowa were presented and he was sworn in.

Mr. Dillingham, the new Senator from Vermont, was assigned membership on the following committees: Civil Service, Engrossed Bills, Territories, Transportation Route to the Seaboard, Additional Accommodations for the Library of Congress and Indian Depredation, and Mr. Dolliver to Pacific Railroads, Agriculture, Education and Labor, Interstate Commerce, Post Offices and Post Roads and Improvements of the Mississippi River.

Bills on the calendar were passed as follows:

To authorize the use of depositions before naval courts in certain cases, with an amendment restricting its operation to depositions taken at the instance of the accused; to authorize Captain N. M. Brooks, Superintendent of Foreign Mails, to accept the decoration of the Red Eagle of the third class from the Emperor of Germany; to authorize George D. Meiklejohn to accept a decoration of chevalier of the first class from the Government of Sweden and Norway; to encourage the holding of an interstate and West Indian exposition in Charleston, S. C., in 1901. The measure appropriates $250,000, and admits exhibits free of duty.

When the unfinished business, known as the Spooner Philippine bill, was laid before the Senate at 2 o'clock, Mr. Frye, having previously yielded the gavel to Senator Gallinger, moved that the Senate proceed to consideration of the ship-subsidy bill. The effect of the motion was to make the subsidy bill the unfinished business.

Mr. Jones of Arkansas demanded the yeas and nays. The motion prevailed—28 to 20.

Senator Frye's Argument.

Mr. Frye, the sponsor for the bill, addressed the Senate in explanation of it. His statement was elaborate, and at times eloquent.

This great maritime nation, he said, was placed in a position humiliating beyond expression by the present condition of our merchant marine. With a boundless seacoast, unparalleled and unapproachable national resources, ship-builders the equal of any in the world, the greatest exports in the world, and every other argument in our favor, the United States had permitted their commercial rivals to seize the pathways of commerce and hold them practically to the exclusion of this country.

Last year, of all the enormous exports and imports of the United States, only 9 per cent was carried in American bottoms, and the United States paid to foreign nations (principally Great Britain and Germany) $500,000 a day for doing carrying trade work for this country. He pointed out that during the war with Spain the United States were forced to search the seas over for auxiliary cruisers and transports, because we had sacrificed our carrying ships.

"The world," Mr. Frye declared, "has entered upon a fierce commercial war, and it is to be a long and strenuous conflict. Each nation is seeking the advantage of its rivals in this conflict, and is pressing forward to gain that advantage. Most of the foreign nations are looking for commercial advantage in the East. Russia, France, Great Britain, Italy and Germany are paying an aggregate of $5,000,000 per year in subsidies for the carrying ships of the Eastern trade."

He pointed out that under present conditions it costs the United States from 40 to 80 per cent more, principally in wages and food, to operate its ships than it costs Great Britain, and about 80 per cent more than it costs Norway, and yet the United States, said he, are forced to compete under such a handicap with the encouraged and protected ships of foreign countries.

Mr. Frye then took up that portion of the bill which provides the amount of subsidy to be paid vessels, and explained how the payment was regulated. He said that by the terms of the measure a ten-knot vessel out for 175 days would draw $5,000 a year beyond the cost of her coal and handling, and that the amount of the subsidy would in proportion fluctuate with the increase of the speed of the ship.

Mr. Clay of Georgia asked if it were true that a twenty-one-knot ship would draw under the bill $90,000 a year.

Mr. Frye admitted that it was.

At this point Mr. Frye yielded the floor for the day, and the Senate at 3.35 p. m. held a brief executive session.

Senator Vest's Amendment.

Just before the adjournment at 3.35 p. m. Senator Vest gave notice of an amendment that he will offer to the ship-subsidy bill. The amendment provides for the repeal of each existing law "has either granted or restrict citizens of the United States from purchasing ships built in other countries to be used in the foreign carrying trade of the United States, or which impose taxes, burdens or restrictions on such ships when owned by American citizens which are not imposed on ships built in the United States."

In addition to the repealing provision, the amendment makes it lawful for all citizens of the United States to buy ships built "in whole or in part in any foreign country and have them registered as ships of the United States."

When so registered these foreign-built vessels are, under the terms of the amendment, to be entitled to all the rights and subjected to the same regulations as those governing ships built in the United States and owned by citizens of this country.

WOULD BENEFIT HERMANN.

Champ Clark Asks Appropriation for That Harbor.

REPUBLIC SPECIAL.

Washington, Dec. 4.—Champ Clark was in consultation to-day with Judge Burton, chairman of River and Harbor Committee, as to appropriations for the Missouri and Gasconade rivers and for the Hermann harbor. Mr. Clark will use his utmost endeavors to secure appropriations for these objects.

He asks for $50,000 at Hermann and assured the committee that the boating at that point justifies that expenditure. He called attention to the fact that there are more boats engaged at Hermann than any other point on the Missouri. This appropriation would, he says, be of benefit to St. Louis, as connections are made between the Hermann boats and the larger ones on the Mississippi.

SOUTHWESTERN MEASURES.

Legislation Proposed by Members From This Section.

REPUBLIC SPECIAL.

Washington, Dec. 4.—Among the measures of interest to the Southwest which have been reported by committees and are on the calendar awaiting action by the House, are the following:

Mr. Bartholdt's bill to appoint a commission for investigating pollution of water supplies where the health of people in more than one State is affected.

By Mr. Brownlow—To establish a soldiers' home at Johnson City, Tenn.

By Mr. Cooper of Texas—To authorize the Secretary of War to investigate and provide for payment of all claims presented on behalf of churches, hospitals, etc., arising from use of their buildings by United States troops during the Civil War; also to remove the Reserving station at Sabine Pass, Tex., from its present location.

Joint resolution to allot the lands of the Mescalero Apaches in New Mexico.

By Mr. Flynn—Granting the site of abandoned Fort Supply to Oklahoma Territory.

By Mr. Little—To submit to the Court of Claims settlement of rights of the Delaware Indians in the Cherokee Nation and other Indians.

By Mr. Stephens—Suspending proceedings in courts of Indian Territory and before the Indian Agent, pending the enactment of legislation now before Congress.

By Mr. Little—Levying taxes for education of children in Indian Territory; to create a board of health to regulate practice of medicine in Indian Territory; for protection of cities and towns in Indian Territory; to authorize Chickasaw freedmen to bring suit in Court of Claims against Chickasaw and Choctaw Nations and their citizens.

ARMY BILL READY TO-DAY.

Reorganization Measure Will Be Reported to the House by Mr. Hull.

Washington, Dec. 4.—The session of the House to-day was brief. The real work will begin to-morrow, when the House will consider the army reorganization bill, which Mr. Hull, chairman of the Committee on Military Affairs, reported to-day.

He explained the urgent necessity for immediate action on this measure, as under the present law the army must be reduced to 27,000 on July 1 next and asked unanimous consent for the consideration of the bill to-morrow, but Mr. Sulzer (New York) objected, so Mr. Hull introduced a resolution for a special order for the consideration of the bill to-morrow, with provision for a vote at the end of six hours' general debate.

The objection to the swearing in of Mr. Conner of Iowa, the successor of Senator Dolliver, which was raised by Mr. Bailey of Texas yesterday, was removed to-day by the presentation of a new set of credentials from Governor Shaw and Mr. Conner took the oath.

Three bills were passed under the call of the committees, the most important one being to provide a detail of not to exceed 100 retired army officers and 200 noncommissioned officers as military instructors in the public schools of such cities as adopt a system of military instruction. The others were "to prevent the failure of military justice" and to legalize an issue of $200,000 of bonds by Pima County, Arizona.

The House adjourned at 1.35 p. m.

HUNDRED THOUSAND DOLLARS.

Congressman Jett Wants the Money for River Work.

REPUBLIC SPECIAL.

Washington, Dec. 4.—Representative Jett of Hillsboro, Ill., is pursuing the river and harbor bill with his usual vigor. Mr. Jett seeks an appropriation of $100,000 for river work in his district on the Illinois side of the Mississippi, directly opposite to the mouth of the Missouri. He will follow this up closely and, as he has been very successful heretofore in these matters, there is a good prospect of this appropriation being secured this winter.

Mr. Jett, who is a leading member of the Military Affairs Committee, is opposed to the army bill prepared by Secretary of War Root, which was reported out of the committee to-day with a few amendments. Mr. Jett says that the bill provides for a standing army of 100,000, which the Republicans seem to be anxious to pass at an early date and, as he is opposed to a large standing army, he could not give to the present bill his support. Mr. Jett contends that if the Root bill becomes a law the army provided for in it and by the bill will cost the people of this country $135,000,000 annually.

Mr. Jett adds that when such a law is once upon the statute books it will be impossible to repeal it. It will make so many places for favored sons that the influence by their friends will be brought to bear to maintain the large standing force. If the administration desires to continue its policy in the Philippines he says, it ought to accept an army bill that would provide for a reduction in the army when the purposes of the Government have been accomplished.

SOUTHWEST PASS APPROPRIATION.

Confidence Expressed That It Will Be Obtained This Session.

REPUBLIC SPECIAL.

Washington, Dec. 4.—There is a very general belief among Southwestern members that the work of deepening the Southwest Pass, which would be of incalculable value to the shipping interests of St. Louis and the Mississippi Valley, will be provided for this winter. The River and Harbor Committee are convinced of the great importance of this work. It might not be amiss for the commercial bodies of the Mississippi Valley to follow this up closely until the general river and harbor bill has been reported and passed. Further pressure may be unnecessary, but the project is too important to be endangered by any apparent indifference or default. This is especially true because the pressure from all sides for appropriations of this character has become so great as to call for postponement of many items.

Representative S. B. Cooper of Texas, a member of the Ways and Means Committee, is interested in the project to excavate a canal from Sabine Pass through the lake to the mouths of the Natchez and Sabine rivers. This work has been surveyed and recommended, and an appropriation of $1,000,000 is estimated.

Mr. Cooper has made eloquent appeals for an item in the general bill to cover this work, but is not assured that it will be inserted. Mr. Cooper believes, however, that the Southwest Pass project will be provided for, and he remarked to The Republic correspondent to-day that this intention of the committee might necessitate a postponement of some other appropriation to prevent the possibility of less important work deferring an appropriation for the new outlet of the Mississippi, it might be well, as stated, for all the interests concerned to insist upon its being appropriated for without further delay. It is not a matter of local interest to St. Louis alone, but one in which all the freighting interests of the Mississippi Valley are deeply concerned.

SHIPPERS' PETITION IN CONGRESS.

Mississippi Valley Memorial for River Improvements Presented.

REPUBLIC SPECIAL.

Washington, Dec. 4.—Representative Bartholdt to-day presented to the House a memorial of the commercial and industrial bodies of St. Louis, urging improvement of the Mississippi River, especially from St. Louis to the passes.

Liberal appropriations are asked in order that this important work, which necessarily must be slow, may be continued. The memorial says the work of temporary improvement already done in the navigable channels of the river, by portable jetties and dredging. The latter method, it is said, has revived the waning interests of shippers and received indorsement of expert navigators, but neither of these methods will afford great relief if applied in broken sections.

The memorial specially urges that the full amount asked for the work from the mouth of the Missouri to the mouth of the Ohio, namely $1,000,000 annually for five years, be appropriated. This appeal is made in behalf of the people of twenty-two States, whose waters flow into the Mississippi, States containing one-half the population of the United States.

"More than two-fifths of the entire wheat crop of the United States," say the petitioners, "is raised in seven of the grain growing States west of the Mississippi; and more than four-fifths of the corn crop is produced in four of these seven; and when it is considered that two of every three bushels of wheat and one of every two bushels of corn have to go 1,200 miles to tidewater to a point of consumption and pay the expenses of the journey or cost of carriage, it is easy to see that the matter of cheap transportation is one of vital importance in their progress and prosperity."

The memorial is signed by O. L. Whitelaw, president of the Merchants' Exchange; C. P. Walbridge, president Business Men's League; L. C. Kingsland, president Manufacturers' Association; Malcolm Macbeth, president Real Estate Exchange; W. S. Senter, president Cotton Exchange; S. S. Lewis, president Interstate Merchants' Association; J. S. Garretson, president Lumbermen's Exchange, and many other commercial bodies.

PECK SUBMITS EXPENSE ACCOUNT.

Itemized List of Expenditures of Paris World's Fair Commissioner.

REPUBLIC SPECIAL.

Washington, Dec. 4.—In response to a Senate resolution, a statement was submitted to Congress to-day showing the items of expenditures authorized by Director General Peck, the United States Commissioner to the Paris Exposition. Mr. Peck's methods have caused sharp criticism in some quarters.

In view of the approaching World's Fair at St. Louis the amounts which foreign participants in such enterprises offer are peculiarly interesting. Commissioner Peck's total expenditures were $959,465, a large portion of which was in Paris, to the improvement of business in various lines of industry.

Following are a few of the more important items contained in the statement:

Guards, $31,551; jury, $53,478; experts' salaries, $147,094; clerks' salaries, $63,145; general employes' salaries and laborers, $49,965; officers' salaries, $18,500; commissioners' salaries, $26,350; additional commissioners, $12,516; rent, $21,531; flags and bunting, $7,017; insurance, $10,749; stationery, $4,443; printing, $5,843; traveling expenses, $52,559; storage and labor, $3,963; freight charges, $19,518; coal, $5,522; signs, etc., $11,350; furniture, $11,817; official catalogue, $11,000; subsistence allowance, $1,571; bridges, etc., $93,427; electrical work, $9,999; facades constructed, $28,969; telegraph and cables, $7,258; postage, $1,555; electric lights, $4,531; packing, etc., $3,046; exchange, $2,574; showcase construction, $25,087; contingent expenses, $29,000; instruments for weather Bureau, $1,287; refrigerator for agricultural department, $1,522; drawing section plans, $1,927; supplies for guard headquarters, repairs to uniforms, etc., $561; cloth, burlap and plush for installation purposes, $2,251; tools, $1,238; wood specimens, $1,500; gas, $371; glass, $1,964; negro exhibit, $1,912; plaster work, $862; corn kitchen supplies, $1,077; linoleum and matting, $3,831; cloth bags, glass jars for exhibition purposes, $1,097; lumber for cases and tags, $2,762; ice supply, $861; photographs, mountings, negatives, prints and plates, $3,086; maps and books, $1,250; drafting material, $801; cab, omnibus, car and carriage hire, $6,518; office supplies, $1,565; telephone service, $862; newspapers and clippings, $1,839; hardware, $1,579; rental of typewriters, supplies and repairs, $1,330.

HITCHCOCK NEEDS MORE MONEY.

Asks Additional Sum for Work of Making Indian Allotments.

REPUBLIC SPECIAL.

Washington, Dec. 4.—Secretary Hitchcock of the Interior Department has forwarded a communication to Congress recommending an appropriation of $75,000 to complete the work of making allotments to the Comanche, Kiowa and Apache Indians in Oklahoma.

In addition, it is asked that $10,000 be also provided for the work now being done, which amount was taken from another appropriation in order that the allotting officials might continue in the field without interruption.

The last Congress passed a bill authorizing the allotments and a time was set on which the work was to have been completed. In the draft of an amendment forwarded to the House the time is extended until nine months from December 6, 1900. The Secretary calls attention to the difficulties encountered in making allotments in Oklahoma. He asks for authority to contract with responsible parties for retracing lines and re-establishing monuments found necessary in making allotments. Such authority is desired on account of recommendations of officials who state that the work can be done cheaper by contract than by surveying corps, as at present.

It is stated that allotments made up to the present time number about 300, and will average about one per day for each crew for the time they have been actually employed in the field. There are about 2,450 allotments to complete. It is probable that the allotting officials will continue their work uninterruptedly in the expectation that Congress will take affirmative action on the recommendations of Secretary Hitchcock.

BREWERS' PETITION.

Want Congress to Remove War Tax on Beer.

REPUBLIC SPECIAL.

Washington, Dec. 4.—Representative Bartholdt to-day presented to the House a petition of the United States Brewers' Association, praying for reduction of the war tax on beer. It was referred to the Committee on Ways and Means.

Accompanying the petition is a letter signed by President Brand of the association, stating that, "as a direct result of unjust and excessive taxation, the production of beer decreased about 1,000,000 barrels during the year 1899—a year of unprecedented prosperity and industrial progress throughout the country. During the last year, however, under the influence of continued prosperity, the production of beer increased considerably. This fact might be construed as an evidence of the industry's prosperous condition, but such a conclusion would be totally erroneous. Continued and ever-increasing prosperity created a demand for beer, which the brewers met by a corresponding supply; but in doing so very many realized no profit at all, while all the others manufactured at a very slight margin of gain. It is the Government that pockets all the profits. The brewers, rather than close up their establishments, as so many have had to do of late, continue operations, some at a loss, others with the smallest possible profit, and many without any profit whatever, all hoping that the double war tax would be repealed at once."

Army Orders.

REPUBLIC SPECIAL.

Washington, Dec. 4. Army orders:

The extension leave granted First Lieutenant Stephen Kochersperger, Seventh Cavalry, is further extended to include December 3.

The extension of leave granted Captain Ezra Fuller, Seventh Cavalry, is further extended one month.

Brigadier General James Wilson, United States Volunteers, accompanied by one aide-de-camp, will proceed from San Francisco to Washington, D. C.

The leave granted First Lieutenant Theodore Lyster, Assistant Surgeon, is extended ten days.

First Lieutenant Harold Coffin, Assistant Surgeon, United States Volunteers, is assigned to the Thirty-ninth Infantry, United States Volunteers.

Colonel Richard Loder is detailed by the Secretary of War as professor at the Susquehanna Collegiate Institute, Towanda, Pa.

First Lieutenant Hugh Reed, upon his own application, is detailed as professor of military science and tactics at the Howe School, Lima, Ind.

Post Office Department.

REPUBLIC SPECIAL.

Washington, Dec. 4.—Fourth-class postmasters:

Arkansas—Center Ridge, Conway County, Ada C. Halbrock, vice J. K. Brandeway, resigned; Cowan, Marion County, A. Cowan, vice King Doshier, resigned; Knobel, Clay County, N. T. Jackson, vice C. E. Dicklow, removed.

Illinois—Baders, Schuyler County, G. W. Ware, vice C. J. Wyant, resigned; Hazelwood, Adams County, J. R. Smith, vice H. W. Kestner, resigned; Paderborn, St. Clair County, Alvis Reinhardt, vice Joseph Brass, resigned.

Missouri—Gatewood, Ripley County, L. G. O'Neal, vice W. R. Holland, removed; Perry, Carter County, James Holland, vice Mary Chitwood, resigned.

Oklahoma—Delhel, Greer County, R. H. Moss, vice H. M. Maloy, resigned; Denver, Cleveland County, W. D. George, vice O. W. Smithpeter, resigned; Riverside, Beaver County, J. W. McCool, vice W. A. Pyne, resigned.

Texas—Bedias, Grimes County, C. I. Albertson, vice G. C. Hall, resigned; Delterry, Panola County, Pallu Cadenhead, vice N. L. Myers, resigned; Muse, Wise County, J. A. Moore, vice E. A. Walker, resigned; Sierra Blanca, El Paso County, H. L. Howell, vice D. D. Williams, resigned; Sterrett, Ellis County, J. W. Kemble, vice C. A. Culbertson, resigned.

Rural free delivery will be established December 15 at Roessille, Shawnee County, Kas., with one carrier. Length of route twenty-six and three-quarter miles. Population served, 550; carrier, W. C. Baylis.

Minor Bradshaw has been appointed a janitor of courthouse at Paducah, Ky.

George H. Kriechbaum has been promoted from clerk of Class "D" to $1,200 in the internal revenue office at Burlington, Io.

S. B. Ryan has been appointed Storekeeper and Gauger in Owensboro, Ky., internal revenue district.

FIGHT FOR THE CULLOM BILL.

St. Louis and Southwest Want Interstate Commerce Act Amended.

REPUBLIC SPECIAL.

Washington, Dec. 4.—Delegations from St. Louis, Chicago and other points in the West and Southwest will arrive here the latter part of the week in order to press upon the attention of Congress the necessity for action on the Cullom bill, which proposes certain amendments to the interstate-commerce act.

The policy adopted at St. Louis several days ago by the National League of Associations contemplates active work here this winter with a view to having a vote on the bill before adjournment. There are so many matters of pressing importance before Congress that even the friends of this legislation are not very much encouraged with the outlook.

The bill is on the Senate calendar, and it is in that body that the fight will be inaugurated. It is understood that on account of the senatorial fight in Illinois Senator Cullom is very much embarrassed by the importunities of those who are asking for this legislation, and by the railroad influences, which are vigorously opposing it. The Illinois Senator is chairman of the committee which reported the bill and senatorial courtesy requires that he shall take the initiative in calling it to the attention of the Senate.

Hot Springs, Ark., Claimants.

REPUBLIC SPECIAL.

Washington, Dec. 4.—Representative Little of Arkansas is hopeful that he will get favorable action this winter upon his bill providing payment for certain claims of persons who own buildings on the Hot Springs Mountain Reservation, which buildings were condemned and burned in the improvement of the reservation. This bill has been reported favorably by the committee, and now is on the House calendar. The Hot Springs Hotel was the most valuable of the buildings, being appraised at about $15,000. The total necessary to reimburse the claimants will be about $40,000.

St. Louis Subtreasury.

REPUBLIC SPECIAL.

Washington, Dec. 4.—The legislative, executive and judicial bill reported to the House to-day makes no change in the item for the St. Louis Subtreasury. The amount reported is $28,420, and the number of employes remains twenty. No provision is made for the assay office. The total appropriation for the current year was $4,750.

Stops the Cough and Works Off the Cold.

Laxative Bromo-Quinine Tablets cure a cold in one day. No Cure, No Pay. Price 25 cts.

Mr. Cooney Ill.

REPUBLIC SPECIAL.

Washington, Dec. 4.—Representative Cooney of Marshall was at his desk in the House to-day, but suffering from a severe cold contracted on the journey to Washington.

General Debility

Day in and out there is that feeling of weakness that makes a burden of itself.

Food does not strengthen.

Sleep does not refresh.

It is hard to do, hard to bear, what should be easy—vitality is on the ebb and the whole system suffers.

For this condition take

Hood's Sarsaparilla

It vitalizes the blood, gives vigor and tone to all the organs and functions, and is positively unequaled for all rundown or debilitated conditions.

Hood's Pills cure constipation. 25 cents.

TAKE NOTICE

OF THIS EXCEPTIONAL OFFER!

It's an unusual one, that can be duplicated but seldom, for the reason the value is too great and above the small price we name.

Fashionable Scotch Cheviot Suits,

PURE WOOL,

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CANAL COMMISSION FAVORS THE NICARAGUA ROUTE.

Advantages to This Nation Considered to More Than Offset a Cheaper Panama Waterway.

Washington, Dec. 4.—The report of the Isthmian Canal Commission submitted by the President to Congress to-day gives as the unanimous conclusion of that body that "The most practicable and feasible route for an isthmian canal, under the control, management and ownership of the United States, is that known as the Nicaragua route."

The commission estimates the cost of this route at $290,540,000. This estimate is much in excess of any heretofore made, and is due to increased dimensions and other features not heretofore considered. The commission also estimates the cost of a canal by the Panama route at $142,212,559, according to one route, or $184,578,558 according to another route. As between the Nicaragua and Panama routes the commission sums up a number of advantages favorable to the former.

It states also that under the concessions given by the Government of Colombia to the Panama Canal Company that Government is not free to grant the necessary rights to the United States except upon conditions made by the company.

Description of Routes.

A detailed description is given of the trips over the several routes. Along the Nicaragua route it was found that the short section of the partially constructed canal is perhaps in as good shape to-day as it was when the work was stopped. The buildings, however, are all rotten and the dredges, boats, etc., are worthless. The commission visited President Zelaya and other leading officials of Nicaragua, and found them greatly interested in the project.

The occupation of their territory by the United States for canal purposes did not seem to be regarded as a serious obstacle, provided the sovereignty of the Republic was respected.

Along the Panama route the commission found a large force of workmen engaged upon the canal line, about 2,000 in number, according to the Panama company. The canal had been opened to some extent at both ends. Immense quantities of machinery, implements and tools were found along the route. Much of this property, the commission reports, is ill adapted to American methods of work, and all of it is now from thirteen to twenty years old, so that no value should be given to the plant now on the Isthmus. Trips were also made along the Darien route.

After going over the several routes, the commission considered the dimensions of the canal to be built. It was determined to fix upon a depth of 35 feet at mean low water, and a bottom width of 150 feet with some increase of dimensions at certain points. These dimensions are larger than those proposed for any previous canal scheme. While they may seem excessive, to-day, the commission points out that the canal will be likely to be opened within ten years, during which time the increase in maritime dimensions is likely to continue.

A width of 150 feet will allow all but the very largest ships to pass each other in the canal, while the locks are of a dimension to permit even the largest ships afloat to be maneuvered. The size of locks is 740 feet in length, 84 feet in width, in the clear, with a depth of 35 feet.

Across Nicaragua.

Taking up the Nicaragua route in detail, the commission says that the route adopted follows essentially the lines laid down by the Nicaragua Canal Commission in its report of 1897-1899.

It begins near Greytown, on the Atlantic side, follows the San Juan River, enters Lake Nicaragua and terminates at Brito, on the Pacific side. The distance from ocean to ocean is about 186 miles. Plans are given for the great harbors required at Greytown and Brito.

The most difficult engineering work is the dam across the San Juan River to regulate the waters of the lake. The time required to build the canal hinges almost entirely on the time required for the construction of this dam. The commission says eight years would probably be a reasonable estimate for the building.

At least two years will be consumed in preparatory work and opening a harbor at Greytown, so that if work on the dam should be commenced immediately thereafter, the time required for completing the entire work will be about ten years.

The commission then submits the following estimated cost of a canal on the Nicaragua route:

Eastern division, from Greytown to Boca San Carlos Dam, $82,662,000.

Middle division, from Boca San Carlos Dam to Las Lajas, $25,125,000.

Western division, from Las Lajas to Brito, $31,000,000.

Ninety-eight miles of railroad, $7,350,000.

Total, $146,137,000.

Engineering police, sanitation and general contingencies, $23,123,000.

Aggregate, $290,540,000.

This estimate provides for a double system of locks, so that navigation can be maintained if one system be closed for repairs or renewals. If a single lockage system is provided the cost will be reduced $19,670,000. Narrowing the bottom one-third will permit a further reduction of $16,920,000. This would bring the estimated cost down to $253,950,000.

By Way of Panama.

Concerning the Panama route, the commission says its natural attraction lies in the combination of a very narrow isthmus with a low summit. The width of the isthmus is less than thirty-five miles, while the summit is lower 200 feet above mean tide. After a detailed description of the entire route, the commission estimates the cost of completing a canal to be $142,212,559.

The commission reports that the value of the French work already done is estimated at $23,954,483.

Referring to the commercial advantages of an isthmian waterway, the report says:

"As compared with Europe, the United States will derive from the canal far greater benefits, both commercially and industrially. As soon as it has been opened our trade with the west coast of South America will rapidly increase, as will also the volume of our trade with the Orient. The amount of the American commerce through the canal will quickly surpass the total amount of European traffic."

Comparison of Routes.

The commission concludes with a careful comparison of the Nicaragua and Panama routes. It shows that distances between Atlantic and Pacific ports are shorter by the Nicaragua than by the Panama route. This is in part offset by the increased time in getting through the Nicaragua canal. The latter route is reported to be more favorable for sailing vessels. The Nicaragua route is also regarded as advantageous through its development of the country through which it passes.

It is pointed out that the Panama concession, now held by the French company, prohibits a cession of rights to any nation or foreign Government. The concession is limited, so that if the United States required it there would not be an absolute ownership in perpetuity, as the concession provides that the canal shall pass to Colombia after ninety-nine years.

The commission has asked President Hutin of the French company to name terms upon which the company will dispose of its property and interests to the United States. No formal reply was received until the commission's report was being closed.

The final conclusions of the commission are stated as follows:

"The estimated cost of building the Nicaragua Canal is about $38,000,000 more than that of completing the Panama Canal, leaving out the cost of acquiring the latter property. This measures the difference in the magnitude of the obstacles to be overcome in the actual construction of the two canals.

"The new Panama Canal Company has shown no disposition to sell its property to the United States. Should that company be able and willing to sell there is reason to believe that the price would not be such as would make the total cost to the United States less than that of the Nicaragua Canal.

"The Panama Canal, after completion, would be shorter, have fewer locks and less curvature than the Nicaragua Canal. The measure of these advantages is the time required for a vessel to pass through, which is estimated for an average ship at twelve hours for Panama and thirty-three hours for Nicaragua.

"On the other hand, the distance from San Francisco to New York is 377 miles, to New Orleans 579 miles and to Liverpool 381 miles greater via Panama than via Nicaragua. The time required to pass over these distances being greater than the difference in the time of transit through the canals, the Nicaragua line, after completion, would be the more advantageous of the two to the United States, notwithstanding the greater cost of maintaining the longer canal."

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