VARICOCELE AND ITS RESULTS, IMPOTENCY and LOST MANHOOD

Over fifty per cent of all men are afflicted with varicocele or its results—Vital weakness and lost manhood. Are you one of the many afflicted? Do you feel that your manhood is on the decline, that your health and vitality are not up to the standard of perfect manhood? Varicocele is a stagnation of blood to the sexual organs, in consequence of the faulty circulation—the glands become softened and wasted. The organs which originate your vability and manliness are being undermined. The very mainspring of your body and mind is broken. It makes no difference what is the cause of your condition, be it injury, abuse or excesses, if you have the disease it is very essential to your future health, happiness and success that you be cured without delay. Even though it gives you no trouble at present it will ultimately do so, and it is a duty you owe yourself that you be cured at once. Your family physician may tell you it is of no importance, but he speaks through ignorance and inexperience. We are thoroughly familiar with every symptom of this condition, and knowing as we do the awful results of neglect, our sympathies are enlisted with every sufferer from the disease. If neglected it progresses the mind, racks the nervous system, unmans you, unfits you for married life, blasts your success, shortens your existence and leads to spermatorrhoea and a complete loss of sexual power. Varicocele is a forerunner of Paralysis, Apoplexy, Insanity, Bright's Disease, Insanity and Nervous Debility.

WE CURE VARICOCELE IN FIVE DAYS.

Our *Electro-Chemic* method of treatment is a ***positive, painless*** and ***permanent*** cure. Under our treatment the stagnant blood is forced from the dilated veins, all soreness and coddling disappear, the parts regain their normal size, warmth and vigor, a circulation of pure blood is established and you are strengthened in every way—mentally, physically and sexually.

Don't let any doctor deceive you—Investigate before taking treatment as carefully as you would in the purchase of real estate. There are many unscrupulous doctors claiming to cure this disease, who really do nothing for you in return for your money. Demand a written guarantee and references. ***We cure you to stay cured under written guarantee.*** We can prove to the most skeptical that we are doing just as we claim, by having you talk with reliable business men whom we have cured of a similar condition. We want every man who is desirous of a cure to consult us; we can positively assure you the quickest, safest and most reliable cure obtainable. Do not delay.

DISEASES OF MEN—We have made a special study of the treatment of Men's Diseases for many years, and over 5,000 cured patients will gladly testify to our success, skill and honesty in the practice of our specialty.

We also cure STRICTURE in 10 to 30 days. BLOOD POISON in 30 to 90 days. SEXUAL DEBILITY and all Vital Weaknesses and Diseases of men.

WRITE us a full description of your case if unable to call. Our perfected system of home treatment is always successful. Consultation and Examination Free.

Hours, 9 a. m. to 8 p. m. Sundays, 9 a. m. to 4 p. m. Mention this paper.

Drs. FRANCIS & FRANCIS, 800 Olive St., S. W. Cor. 8th St. *Opp. Post Office, St. Louis, Mo.*

rooms for the visiting delegates and dressing and toilet rooms, and every other convenience will be arranged for.

Averages of West End League.

The official averages of the West End Cocked Hat League, as figured for the week by Secretary Gus Reiner, show that thirty-three bowlers have participated in over half of the games played, and of the lot seven are above the fifty mark. Schneider leads them all with an average of 53.36. Heyburn with 53.8 occupies second place, while Mitchell comes third with 52.27. The three leaders have held these averages on misses and lead in that respect, too. Winter secured the most cocked nins.

FROM 25 UP TO 40 GAMES.

Name	No. of Games	Cock Pins	Miss Pins	Per Cent of Cock Aver-age.
Schneider	40	1,20	2,14	53.36
Heyburn	41	1,41	2,20	51.82
Mitchell	41	1,41	2,21	51.44
Owen	25	1,18	2,14	52.88
Hammett	25	1,06	2,04	51.94
Mayer	38	1,30	4,29	50.29
Goetz	40	1,35	2,55	49.22
Kilgorth	40	1,34	2,51	49.22
Bodeman	34	1,23	4,34	49.29
Dolling	40	1,39	2,50	48.28
Peck	34	1,26	4,50	47.28
Siebenrish	25	1,05	2,07	47.7
H. S. Rein	37	1,35	4,38	46.42
Winter	39	1,74	4,8	46.34
Ancelme	45	1,31	4,62	46.27
A. Garvin	45	1,11	3,76	46.16
H. F. Rein	45	1,38	4,71	45.53
Reed	39	1,30	4,87	45.62
J. Bruen	39	1,19	3,95	44.77
McNeary	25	1,14	2,48	44.7
Spencer	39	1,08	4,60	43.85
F. Maher	25	1,06	2,40	43.61
Mack	25	1,20	2,11	43.14
McCaughan	25	1,51	2,30	43.24
Handy	45	1,67	2,38	43.71
Whitehill	45	1,50	2,59	42.23
Harris	40	1,11	2,38	41.8
Clemmons	40	1,68	2,35	41.85
Shumate	39	1,27	3,00	41.38
Jack	39	1,34	3,05	41.1
Benson	45	1,96	2,42	40.69
Fulbrecht	39	1,87	3,23	39.47
E. Garvin	25	1,13	2,44	38.44

FROM 10 UP TO 25 GAMES.

Name	No. of Games	Cock Pins	Miss Pins	Aver-age.
Griffith	10	1,00	6,50	47.50
Magnus	10	1,29	5,04	44.36
Conner	10	1,14	4,50	44.36
Hensel	10	1,00	4,60	42.40
Caufield	10	1,06	4,60	40.59
Lentz	10	1,29	6,30	39.30
Hill	10	1,00	4,20	37.20

CLUB AVERAGES.

Clubs.	C. P.	M. P.	Per Cent of Av.
Acmes	1,54	2,26	40.68
Comptons	1,44	4,88	46.38
Granites	1,33	6,47	46.22
Imperials	1,21	5,24	46.28
Thorkilns	1,12	6,37	45.32
Caves	1,13	7,47	40.97

INDIVIDUAL RECORDS.

High single game—Schneider, 89. Second high single game—Kilgorth, 87.

High five games—Kilgorth, 212; second high five games—Hammett, 204.

CLUB RECORDS.

High single game—Acmes, 321; second high single game—Comptons, 306.

High five games—Acmes, 1,561; second high five games—Comptons, 1,521.

West End Club Standing.

The Acmes of the West End League have a long lead for the pennant, being ten games in advance of the Comptons and Granites, who are tied for the position. The Franklins are fourth, three points to the good of the Imperials. The Caves are last.

Clubs.	W.	L.	Clubs.	W.	L.
Acmes	29	11	Franklins	22	18
Granites	29	21	Imperials	19	21
Comptons	28	21	Caves	12	38

THIS WEEK'S SCHEDULE.

Tuesday—Franklins at home to Imperials. Caves to Comptons and Acmes to Granites.

Central League Standing.

The Office Men and Druggists are again on even terms, both having lost ties in the Central Cocked Hat League race. It is nearly as close for third place. At present the Southerns are showing one in advance of the Crescents and Brokers, who are tied. The Cosmos continue as tail-enders.

Clubs.	W.	L.	Clubs.	W.	L.
Druggists	32	15	Brokers	24	26
Office Men	32	15	Crescents	24	26
Southerns	32	15	Cosmos	15	35

THIS WEEK'S SCHEDULE.

Monday—Cosmos vs. Druggists and Southerns vs. Crescents. Tuesday—Brokers vs. Office Men.

The high bowlers in Central Cocked Hat League:

Bowler.	Av.	Bowler.	Av.
Ruderle	52.74	H. Hoberg	50.47
Grath	52.22	J. Brash	49.7
Tra	51.19	J. Hoberg	49.13
Bright	51.05	G. Dammert	49.31
Brenner	50.73	Nieman	48.13

Druggists' League Standing.

The Moffit-Wests of the Druggists' Cocked Hat League added another point to the J. S. Merrells and are now three games in front. The same number separates the Merrells from the Meyer Brothers, who are in third place. The Searle & Heretha team, with two games to its credit, moved from the Meyer Brothers, and one to the good of the Mound City's, who are fifth. The Lilly-Dillys have improved on their last standing:

	W.	L.		W.	L.
Moffit-Wests	35	16	Searle & Heretha	31	24
J. S. Merrells	38	20	M. C. Paints	30	25
Meyer Brothers	33	19	Lilly-Dillys	28	25

THIS WEEK'S SCHEDULE.

Thursday—Meyer Brothers vs. Lilly-Dillys; Moffit-Wests vs. Searle & Heretha and J. S. Merrells vs. Mound City Paints.

Standing of the Mound City League.

The matches in the Mound City Cocked Hat League last week resulted in three ties—two in the advantage of the Blue Ribbons, Eagles and Consumers, leaving the standing exactly as it was the previous week:

	W.	L.		W.	L.
Blue Ribbons	37	23	Royals	37	33
Consumers	34	26	Daytons	34	26
Eagles	34	26	Bluebird	24	36

THIS WEEK'S SCHEDULE.

Wednesday—Bluebirds at home to Blue Ribbons. Friday—Royals at home to Daytons, and Consumers to Blue Ribbons.

Averages of the St. Louis League.

Nueneman and McCarthy are tied for leading honors in the St. Louis Cocked Hat League this week at 49.25, with a bad average in the second series which was commenced last week. The lowest man in the league is Trimmer with 35.40, which shows how fast they bowl in the various leagues in this city. The standing of the players in the St. Louis League follows:

Name.	Games.	C.	M.	Av.
Nueneman	45	1,20	3,62	49.20
McCarthy	40	1,09	2,48	49.20
Feltner	45	1,19	4,79	48.25
Maneval	39	1,25	4,38	47.21
Henthorn	39	1,33	4,69	46.36
Auerswald	30	84	3,14	46.00
Starr	40	1,06	3,02	45.18
Altell	45	1,15	4,52	44.17
Lichenstein	45	1,04	4,37	44.17
Bauer	45	1,21	4,64	44.1
Pogtman	39	1,14	3,59	41.28
Pollak	39	1,13	3,46	41.21
Klein	30	1,03	1,86	41.21
Roth	42	1,05	3,60	41.7
Harrison	43	1,09	4,38	40.6
J. Hotze	37	1,00	3,33	40.34
Schlomm	48	1,29	6,36	43.12
Becker	39	1,07	5,46	40.27
Neihaus	45	1,07	5,24	42.8
Cowonts	45	1,18	5,54	41.8
Gemp	39	1,13	6,60	42.45
Backof	30	1,02	3,36	41.28
Timmerman	39	1,09	5,53	41.18
Steger	39	1,06	5,44	42.39
Murphy	39	1,08	5,36	42.6
Dodge	28	87	3,23	42.9
Samuels	45	1,42	4,31	41.34
Chilcote	45	1,17	4,50	41.1
J. McNeary	30	1,25	6,28	41.16
Jacaty	30	1,12	5,38	41.38
Hartrett	39	79	5,49	41.25
Dresson	25	1,15	6,23	41.21
Geissow	25	1,06	5,22	40.21
London	39	1,29	5,97	40.31
Moller	40	82	7,07	39.30
Haag	40	1,19	6,15	40.32
Horn	39	1,08	6,23	40.9
Betz	39	1,16	6,37	40.31
Lewis	40	1,22	7,09	40.32
Michael	39	1,22	7,29	40.29
Wagner	15	1,01	2,05	40.26
Cook	44	1,18	6,08	40.09
Beckman	39	1,31	6,77	39.32
Clark	35	1,45	7,11	39.30
Suttemeier	37	1,26	7,23	39.30
Gerdeman	35	0,98	7,94	39.26
Bittner	35	1,26	7,73	39.23
Kehl	39	0,70	8,40	39.30
Morische	39	0,82	8,02	39.05
Ross	39	1,12	7,27	38.36
Stockho	39	1,28	7,63	38.35
Felter	12	0,93	1,50	38.25
Berger	35	0,97	7,17	38.03
Dryden	39	0,83	8,85	38.00
Schitzer	39	0,93	8,45	37.39
Erichlag	39	1,05	8,65	37.27
Sutter	45	0,93	8,40	37.08
Buhler	15	1,00	8,46	36.33
Trimmer	39	0,71	10,61	35.40

STANDING OF THE CLUBS.

Name of Clubs.	W.	L.	Av.
Enterprise	39	11	.780
Bastiles	31	16	.660
Ladies	31	23	.540
Standards	28	21	.571
Roebers	25	23	.500
Clothes	21	27	.450
Manhattans	19	26	.422
Jeffersons	17	28	.378
Sanders	17	27	.350

RECORDS FOR THE WEEK.

High team, one game, Jeffersons 798
High team, five games, Enterprise 3,
High individual, one game, Betts 2
High individual, five games, Betts 594

SCHEDULE FOR THIS WEEK.

Jeffersons at home to Manhattans. Standards to Clothes. Roebers to Wellsters. Bastiles to Ladies. Sanders to Enterprise.

RICHIE KNOCKED BARTLEY OUT.

St. Louis Man Proved Himself Much the Stronger and Cleverer.

REPUBLIC SPECIAL.

Chicago, Ill., Dec. 15.—Clarence Richie of St Louis to-night knocked out Mike Bartley at the Chicago Athletic Club. The fight promised to be an exciting one, but Bartley wasted so much energy in the first round that he was unable to protect himself from the rushes of his stronger opponent.

A vicious blow in the nose served to further annoy him, and the blood which followed the blow seriously interfered with his breathing. He lost his head, and in a series of wild rushes he was hit on the jaw and knocked out cleanly.

It was soon before the end came that the club members in various parts of the gymnasium demanded that the fight be stopped, but the knock-out swing saved them further anxiety on this point.

Joe Butler of Philadelphia quit in the second round of his fight with Frank Childs of Chicago. Childs had all the better of the fight in the first round, and, in the early part of the second, Butler went to the floor from a swing that barely touched him. He refused to rise, and Referee Siler counted him out.

The club members raised a protest at the early ending of the fight, and as Butler expressed himself as willing to try again, Childs, who had taken off his gloves, began to fight again, and knocked Butler out. This time there was no make-believe about it. Butler was some minutes in recovering consciousness.

ST. LOUIS COLLIE CLUB.

Large List of Entries for the Bench Show on New Year's Day.

The third annual bench show of the St. Louis Collie Club will be held on January 1 at the Pasadena Hall. St. Louis enjoys the distinction of being the most exclusive collie city in America, or, in bench show parlance, it is a "red-not collie town." In addition to the largest number of collies in America, it has dogs of the highest breeding qualities, and the long list of winners includes the two American-bred champions, Ch. Major Victor and Ch. Major Domo.

Last year the show had 125 entries and sixty-five dogs benched. This year's show promises over 100 dogs and 200 entries. Among the dogs that will be on exhibition are the famous prize winners from the Village Farm Establishment, including Ch. Major Domo, winner of eight first, four specials, a well-known circuit chaser; Imp. Ormskirk Goldfinder, winner of eleven prizes (This is the dog for which Mr. T. H. Stretch, the famous London collie specialist, paid £75, as a puppy, 9 months old); Imp. Hapwood Surprise, winner of fourteen prizes; Imp. Barwell Memoir, Cruxton Gem, the Merchant, The Monk and several high-class puppies.

Mr. Forsythe will exhibit his stud dog Admiral and his new importation, Ormskirk General, for which he paid $700 a short time ago.

Miss Jessie Burdeaux will exhibit Ben Hur, on which she has an offer of $500, conditional upon his winning first prize in the limit class. Ben Hur is a full brother to Glory Quayle, a winner at the last St. Louis bench show. The dam of these pups was a mill from the Village Farm, which Mr. Wendley disposed of for $500, and which he has regretted ever since.

Mr. John Ateng claims to have several puppies who claim their classes.

Mr. Slattery will probably have several other entries besides Ellwyn Galopin.

Mrs. Charles Balmer will show Ch. Major Victor and several from her famous kennels.

Mr. and Mrs. J. J. O'Brien will enter Bonny and Glory Quayle. J. Smucker will exhibit Don Orsino, Lady Orsino and some of her handsome pups.

Mr. Mulhall has about seven that are fit to go to shows.

Sport's Gath Wins.

Western dogs gave the Eastern owners a shock at the Continental field trials in North Carolina. Oakley Hill, the famous "Carter of Iowa" Derby winner last year, won the all-age stake, beating Sioux, Boysterer, Geneva and Wee Nell.

But it was Sport's Gath which hurt them most. In the subscription, or free-for-all, stake he beat Joe's Boy, Lady Rachel, Sioux, Oakley Hill, Peg's Girl and Geneva. All of them crack winners. Gath is a Missouri-bred dog and was first put down in 1898 at the Missouri Derby. Mr. Charles Robinson of St. Louis bought him from A. Albaugh of Farmington, his breeder. Mr. Robinson and Mr. Charles H. Cocke formed a partnership and Gath became part of their string, rounding in the all-age stakes last year. They sold him to G. C. Williamson of Muncie, Ind., who put him in charge of Dave Ross, the handler for this year's field trials. Meanwhile, last spring he was put on the bench and won three firsts. Though he started out unluckily, being sick in his derby form, he has undoubtedly been the fastest dog in America. He has never been deemed a sensational flight dog, either in the field or on the bench, but has won a remarkable series of honors. He has great style and a keen nose, with good speed and range. On the bench he is a fawn, upstanding dog, with good outline, but something lacking in substance and too short and thick in head. He has now attained high rank and will leave a mark on the English setter breed. Having nothing in his veins but the purest blood and a great reputation, his chances in the stud will be almost unlimited.

CHANGES IN THE PITTSBURG CLUB.

Secretary Pulliam Will Be Succeeded by Ex-Secretary Baillet.

REPUBLIC SPECIAL.

Pittsburg, Pa., Dec. 15.—It was announced to-day that another directors' meeting of the Pittsburg Ball Club would be held in New Jersey, January 12, when Frank Baillet, former secretary, will be elected, to succeed Harry Pulliam, whose resignation was handed in yesterday at the club meeting. W. W. Kerr, who, with P. L. Arten of Chicago, is said to control the club, were firm against Pulliam's re-election.

Mr. Kerr to-day said that he had suggested Pulliam's resigning as being the easiest way out of the situation. Mr. Kerr said that Mr. Dreyfuss was displeased over the throwing down of Pulliam. It is stated in well-posted circles in Pittsburg that Mr. Dreyfuss, although he will probably remain the nominal head of the Pittsburg Club next season, will not run things as he did last year. It is said that Mr. Kerr will again take a personal interest in the management of the club, and that the removal of Pulliam is one of the first steps in this direction. Mr. Kerr to-day said that if the American meant fight, the National would retaliate by putting clubs into the American League's cities and would help the Western League. As to the report that Chief Zimmer had signed, Mr. Kerr said: "If Zimmer has signed, President Dreyfuss must have the contract in his pocket. I have never seen it."

Lamkin-Porth Contest Is On.

Jefferson City, Mo., Dec. 15.—The contest between Doctor W. M. Lamkin, Democrat, against Doctor James Porth, Republican, contestee for the seat in the Legislature from Cole County, began here to-day with the taking of depositions. After all evidence is transacted it will be submitted to the Election Committee of the Legislature, where the contest will be finally decided.

RAILROAD NEWS FROM ALL POINTS.

Reports of a New Transcontinental Deal Are Denied by President J. J. Hill.

BOUGHT ERIE FOR INVESTMENT.

Colonel Jere Baxter Gets a Subsidy for His New Line—Colonist and G. A. R. Rates—General Notes.

New York, Dec. 15.—Analyzing the recent railroad deals the Journal of Commerce says:

"Much of the stock of the Northern Pacific and the Great Northern is already in the same hands. Community of control is to be extended to connecting lines. Management for common purposes is in this instance to be applied to sundry systems of railways, railways serving different sections of the country, but which, worked in co-operation, will make a system extending from the Atlantic to the Pacific. The Erie, the Chicago, Milwaukee and St. Paul, the Great Northern and the Northern Pacific are reported to be the roads concerned.

"If the assertions are correct, the plan is already in process of execution. For some time the principal financial interests in these several properties have been acquiring or increasing holdings in the stocks of the railways controlled by their associates in the plan. On what ought to know, it positive that the recent rise in St. Paul stock was clearly nothing less than an indication that the purchases in that direction were not yet complete.

Equal significance, according to this interpretation, has been the recent rise of Erie securities. In the first place, control of the Erie could be acquired very easily, none of the stocks selling for high prices, and Erie as the second point in the arrangement, had the most to gain from a transcontinental alliance or co-operating links. Such traffic as might be billed, either to the St. Paul or the two lines which reach the Pacific Coast, could easily be gained, in great part at any rate for the Erie, while to the Erie, in like manner, the St. Paul, the Great Northern or the Northern Pacific could shift the bulk of the freight, which they might gather along their lines for shipment east of Chicago, more particularly the larger proportion of what might be intended for the seaboard and the port of New York. The Erie would have a further advantage in its connection at Buffalo with the Great Northern's steamship lines, while the St. Paul, in giving the Great Northern and Northern Pacific an outlet to Chicago, from Minneapolis and St. Paul on especially favorable terms, might well profit largely from the additional traffic of the Northwest, which could be shifted to its lines.

Another end served would be the resolution of competition between the grainger roads and the two Pacific lines in districts where all three or two of the three seek business, and the consequent guaranty of stable rates on a level permitting a fair return on the cost of transportation.

How the terms of the alliance will be disclosed, how far the settlement has proceeded is not known. Evidence may be given shortly by such a step as the election of J. J. Hill to the St. Paul board, rumors of which are already in circulation. Signs confirmatory are also available in the appointment of J. J. Hill, president of the Great Northern, and N. B. Ream of the Baltimore and Ohio to the Erie board, together with the election of another member—Robert Bacon—from the banking firm by whom the last reorganization of Erie was carried through. It is claim that stock would not have been bought had there not been some plan under consideration by which the Erie could be made to pay.

NONSENSE AND RUBBISH.

So Mr. Hill Characterizes the Stories About Transcontinental Deal.

St. Paul, Minn., Dec. 15.—Regarding the story that President J. J. Hill had resigned from the Great Northern system to establish a transcontinental traffic system, Mr. Hill to-day made emphatic denial, classing the whole story as nonsense.

"The fact is," he said, "a few friends have joined me in an investment in the Erie road, which is a good property, and capable of being made into a paying investment, as has been done with the Baltimore and Ohio. So far as trying to organize a great combination of lines across the Continent is concerned, there is absolutely nothing in it. Such an undertaking would be too great for any person to handle, and, besides that, it is impracticable.

"The conditions are too diverse to warrant any such attempt. In the East and West the business conditions are too far apart to put them under one management. It is impossible to regulate conditions by a Board of Directors. Things must be taken as they exist. The whole proposition is nonsensical. As to my retiring from the presidency of the Great Northern, I was re-elected to that position at the annual meeting of the road in October, and there is no likelihood of my getting out. I would be glad to be relieved of some of the burdens of the work, but do not see any immediate prospect of any changes looking to such an event.

"I went into the Erie as an investment and not to increase any burdens. The road has for a long time been kicked about, but lies in a good tonnage section, and it is to be improved in such manner as seems most likely to bring good returns on the investment, and make it a permanently good paying property. But the whole story of a gigantic combination is the veriest rubbish."

Still Another Rumor.

Chicago, Dec. 15.—A special to the Tribune from St. Paul, Minn., says: A telegram from New York, received last night, affirms that James J. Hill has resigned the presidency of the Great Northern Railway to devote his time to his work as chairman of the Board of Directors. It is also said that Mr. Hill will become a director of the St. Paul road, which would form the missing link in the chain wherewith Hill and J. Pierpont Morgan will control transcontinental traffic.

G. A. R. ENCAMPMENT.

Must Be Postponed Until September to Get Reduced Rates West.

Chicago, Dec. 15.—Railroads in the Western Passenger Association will make a 1-cent rate for the G. A. R. Encampment at Denver next year, providing the Executive Committee of the G. A. R. at its meeting at Denver next Monday agrees to postpone the date of the encampment to September.

The proposition of this rate was put to the Western Passenger Association to-day by the Burlington and the Rock Island roads, with the understanding that should other roads concerned reject the proposition the Rock Island and Burlington would make the rate independently. This is tantamount to forcing all the roads of the association to make the rate.

That the date of the encampment will be postponed till some time in September is said to be assured. The railroads and the Executive Committee of the G. A. R. have been in a deadlock over rates since the encampment here last summer. The railroads declared that, owing to the heavy tourist business during the summer they could not haul the encampment business at the rates demanded without a heavy loss. Had the roads not come to terms before Monday it is said the Executive Committee was prepared to order the place of encampment changed to Cincinnati.

COLONEL BAXTER'S NEW ROAD.

Nashville, Florence and Northern Is Seeking Several Subsidies.

REPUBLIC SPECIAL.

Nashville, Tenn., Dec. 15.—To-day the people of Nashville will vote upon the proposition of Colonel Jere Baxter, president of the Nashville, Florence and Northern Railway, to subscribe $1,000,000 worth of the city's bonds as a subsidy. The company proposes to build a new line of railroad from Litchfield, Ky., where it will connect with the Illinois Central system on the south to Florence, Ala., on the Southern Railway. The proposition will pass, as there seems to be little opposition on the part of the Louisville and Nashville, and the Nashville, Chattanooga and St. Louis railroads, centering at Nashville. The fight is being made on the alleged discrimination against Nashville in the matter of freight rates, when a real comparison shows that Nashville enjoys even better rates from the East than either Memphis, Chattanooga, Knoxville or Atlanta, though the haul is in several instances longer.

According to the plan of Colonel Baxter and his associates, N. C. Chapman of St. Louis and other capitalists, this road can be constructed for $4,700,000, to be raised as follows: By a sale of $8,000 per mile bonds on the 250 miles and twenty miles of siding, making 270 miles; $2,000,000; equipment, $1,000,000, which has already been offered on blanket bonds; from Nashville $1,000,000; individual subscriptions in Nashville $250,000; contractors to take bonds $500,000, making up the total cost of construction—$4,700,000. Colonel Baxter has already disposed of $3,000,000 of bonds to William R. Green of Boston, providing the subsidy is voted to-day by the city of Nashville. Mr. Green, a banker, has agreed to take the $2,000,000 of bonds on the 250 miles of road and those voted by the city of Nashville. Mason, Hoge & Co., railroad contractors of Franklin, Ky., want to build the road and agreed to take the $350,000 of second mortgage bonds.

Of course, the construction of the new line will give Nashville a third railroad, affording the Illinois Central an entrance into the city. The officials of the Louisville and Nashville have not opposed the scheme, which they regard will never be carried through, even if the money is voted by the city of Nashville. At any rate the promoters of the new scheme have worked up considerable feeling against the two roads now operating into this city, through a political campaign they have waged for the past several weeks. The new road is being styled the "Liberty Line" by the promoters, who declare the people of this section are being oppressed by the present railroads.

Under the rules of to-day's election the new road must secure three-fourths of the total vote cast. This will doubtless be secured, for the reason that there has been no organized fight against the proposition. The people, outside of the few who are interested in the scheme, are taking little interest in the approaching election. Colonel Baxter says that in event he fails down in the attempt to build the road he will sell out to the Illinois Central people.

FAVORABLE VOTE BY SIX TO ONE.

REPUBLIC SPECIAL.

Nashville, Tenn., Dec. 15.—This morning Chancellor Cook refused to grant the injunction enjoining the special railroad election for the city of Nashville to vote the proposed Nashville, Florence and Northern $1,000,000 bonds, and to-day the election carried in the city by a vote of 6 to 1.

At the polls the friends of the Louisville and Nashville did not attempt to defeat the proposition, but are relying upon the illegality of the act of the City Council ordering the election to knock it out. The Court to-day decided merely it had no right to stop the election, and did not go into the merits of the case.

To-night President Jere Baxter of the Tennessee Central announced he would at once commence the construction of the line from Litchfield, Ky., on the Illinois Central, to Florence, Ala., on the Southern, and that to-day's action means a sale of $3,000,000 worth of bonds. If the courts sustain President Baxter, it looks as if the road will go through. Bowling Green Ky., and Florence, Ala., and other towns will vote subsidies and give private subscriptions. Individuals in Nashville have subscribed $250,000 cash to the new scheme.

FAMOUS CASCADE TUNNEL.

Great Northern Will Open It for Traffic To-Day.

St. Paul, Minn., Dec. 15.—The new famous Cascade Tunnel of the Great Northern Railway will be opened for traffic to-morrow, its trains running through it on that day and doing so regularly thereafter. This three-mile tunnel was constructed from both ends at the same time and when the engine crews met they were within a fraction of an inch in the working out of the plans, the trial being considered a remarkable one. The train which left Seattle today will be the first to pass through the tunnel, that which left the city yesterday being the first of the westbound train to do so. The new, large, 100-ton engines will be used in the tunnel for the present, using coal from Crow's Nest Pass, which is almost entirely free from sulphur, and, therefore, well fitted for tunnel use. Later electricity will probably be used through the tunnel, but the plans have not been perfected to that end.

Trouble Over Troops.

Columbus, O., Dec. 15.—The Columbus Passenger Committee held an indignation meeting to-day. Bids had been advertised for by the Government for the movement of troops from the local garrison to the Pacific Coast, and just before the time they were to be opened, all were declared off by the Government. The explanation was made that the business would be handled as a part of the movement from New York. The local committee adopted a resolution that the local roads would not move the business under the circumstances, claiming that it was initial business, and that the foreign roads had no right to make the rate.

Union Pacific Accident Insurance.

REPUBLIC SPECIAL.

Omaha, Neb., Dec. 15.—The Union Pacific has canceled its contract with the Standard Travelers, the Pacific Mutual and the Railway Officials' Accident Insurance companies and has made a new contract, turning over all its accident business to the Aetna company.

All accident contracts with the employes of the railway company have been on an annual basis, and have been renewed each year, so that when the Aetna company takes hold January 1, there will be no existing contracts between the employes and the old companies. President Burt has carried a $5,000 policy with one of these old companies, and much business has been done with employes. The agreement with the Aetna company will create a new order of affairs. The Union Pacific, instead of encouraging insurance solicitors among its employes and collecting premiums, will attempt to write all the business itself through heads of divisions and section foremen. The Union Pacific will continue as heretofore to collect the premiums for the insurance company.

RATES FOR THE HOLIDAYS.

An Accurate Statement for Students and the General Public.

Holiday rates to and from St. Louis appear to be somewhat tangled up, but for the information of the general traveling public and for students of the various universities and colleges the following can be accepted as correct, except as to some minor details, which can be learned at the offices where tickets are purchased:

East—To all points in the Central Passenger Association's territory, except to Chicago, a rate of one fare and one-third for the round trip will be made to the general public. Tickets will be sold on December 22, 23, 24, 25, 31 and January 1, good returning until January 2. For students the same rate is granted, the selling dates being from December 13 to 25, with a return limit good until the opening day of school for the New Year.

West—For the general public tickets will be sold at the rate of one fare and one-third to points within a radius of 200 miles, dates of sale are December 22, 23, 24, 25, 31 and January 1, with a return limit of January 2. To Kansas City and Chillicothe, Mo., the rate for the round trip will be $15. Dates of sale December 22, 23 and 24, with a return limit to January 2. For students a rate of one fare and a third will be made to all points in the Western Passenger Association territory. Dates of sale December 13 to 22. This will include all to Colorado and Utah common points.

Southwest—Tickets will be sold to the general public to all points within a radius of 200 miles for one fare for the round trip, dates of sale and limits same as already mentioned. For students a one-fare rate will be made to all points in Missouri, Kansas, Oklahoma and Arkansas. Dates of sale December 13 to 22, with a return limit to opening day of school.

Southeast—For general public a rate of one fare and a third, date and limits same as above. For students the same rate of one fare and a third, with dates as above.

Trouble Over Colonist Rates.

Chicago, Dec. 15.—The Great Northern road, it was stated to-day, has addressed identical notes to the Northern Pacific and the Soo railroads asking them to agree to the withdrawal of the round-trip colonist rate west of St. Paul. This rate was forced on the other roads by the Great Northern for the purpose of securing settlers for contiguous territory. This object, it is said, has been accomplished. The colonist rate during the two years it has been in force has caused ceaseless strife and rate demoralization.

New Missouri Project.

St. Louis capitalists will build a railroad to connect the coal regions of Missouri with the head and river districts. Engineers A. Sheppard and Wm. William J. Krumm of Kirkwood, who have charge of locating the line, have returned from Missouri and expect to have their plats made up by the first of the year.

From De Soto to St. Louis.

Work has been begun on the new electric road, which has been projected from De Soto, Mo., to St. Louis. Construction has been started from De Soto north to Victoria. The line will run thence along the State road to Riverside, Sulphur Springs, Kimmswick and on to Jefferson Barracks. The company was incorporated about a year ago.

J. H. Barrett's Resignation.

Atlanta, Ga., Dec. 15.—A private dispatch from Washington to-day announces the resignation of J. H. Barrett, general superintendent of transportation of the South-ern Railway. It is stated Mr. Barrett will identify himself with an important Northern line.

Personal and Current Notes.

—J. N. Beale, superintendent of transportation of the Mobile and Ohio, was in the city yesterday.

—George H. Bower, general baggage agent of the Missouri, Kansas and Texas, was at headquarters yesterday.

—B. Foster Cheshire has been appointed Western passenger agent of the Richelieu and Ontario Navigation Company, with headquarters in Toronto. J. F. Dolan has been appointed ticket agent at Montreal. Both appointments are effective on February 1.

—Vice President C. G. Warner of the Missouri Pacific has returned to headquarters from the East.

—The annual election of officers of the St. Louis Association of General Passenger and Ticket Agents will take place at the next meeting, to be held on Friday, December 21.

—E. S. Orr, general agent of the Baltimore and Ohio Southwestern, will make a trip to his old home in the East during the Christmas holidays.

—D. Bowes, assistant general passenger agent of the Chicago and Alton, who has been West, is expected at headquarters Tuesday.

RIVER NEWS.

Rise and Fall of the Rivers

For the twenty-four hours ending at 7 a. m.: St. Louis, Saturday, Dec. 15, 1900.

Stations.	Danger.	Gauge.	Change.
Pittsburg	22.0	3.8	-0.4
Parkersburg	26.0	2.0	-1.6
Cincinnati	50.0	18.0	-2.9
Louisville	28.0	8.9	-0.5
Nashville	40.0	8.8	-0.6
Chattanooga	22.0	4.2	-0.2
Florence	16.0	2.2	-0.4
Evansville	35.0	19.2	-1.3
Johnsonville	21.0	6.2	-0.8
St. Paul	14.0	1.8	-1.0
Dubuque	17.0	1.9	-0.2
Davenport	16.0	1.4	-0.2
Keokuk	15.0	1.2	-0.7
Des Moines Rapids