RAILROAD TIME-TABLE.

ST. LOUIS TIME.

Arrivals and Departures of Trains at Union Station.

*Daily. †Daily except Sunday. ‡Sunday only. §Saturday only. ††Saturday and Sunday only. ‖Except Monday. ‡‡Saturday only. **Daily except Saturday.

BURLINGTON ROUTE—UNION STATION.

Train	Depart.	Arrive.
For Hannibal, H. & St. J. points, Quincy, Keokuk and North	2:55 am	*6:56 pm
Local to Hannibal	*7:50 am	*8:20 pm
For Quincy and North	†7:50 am	†6:56 pm
For St. Paul, Minneapolis, via East Side lines, Illinois and Wisconsin	*8:21 am	*5:21 pm
The Burlington-Northern Pacific Express, for Kansas City, St. Joseph, Northwest Nebraska, Black Hills, Wyoming, Montana, Washington, Puget Sound, Portland and Oregon	*9:00 am	6:56 pm
Twin City Express, for Minneapolis, St. Paul and Iowa	*2:05 pm	2:05 pm
The Nebraska-Colorado Express, for Denver, Colorado, Utah and Pacific Coast, via St. Joseph	*2:05 pm	*6:56 am
Local to Burlington	*7:40 pm	*6:20 am
For Northern Iowa, St. Paul and Minneapolis	**7:40 pm	‖6:20 am
For Illinois, via East Side line to Rock Island	*8:21 pm	6:40 am
For Dubuque and La Crosse	**8:21 pm	‖6:40 am
For Kansas City, Council Bluffs, Omaha, St. Joseph, Denver, Nebraska, Colorado, Utah and Pacific Coast	*9:00 pm	*7:10 am
Local from Hannibal		*11:00 am

For Alton—Leave 7:50 a. m., daily; 8:21 a. m., daily; 11:00 a. m., daily; 2:00 p. m., except Sunday; 5:00 p. m., except Sunday; 5:55 p. m., daily; 7:40 p. m., daily; 8:21 p. m., daily.

BIG FOUR.

LAKE SHORE, NEW YORK CENTRAL AND HUDSON RIVER, BOSTON AND ALBANY AND CHESAPEAKE AND OHIO RAILWAY.

Train.	Depart.	Arrive.
Indianapolis Express	†7:22 am	5:20 pm
New York and Boston Limited	8:30 am	*9:45 pm
Knickerbocker Special—New York, Boston, Washington, Baltimore and Philadelphia	12:00 m	6:45 pm
Mattoon and Alton Accommodation	†4:50 pm	†9:50 pm
Boston, New York, Cincinnati, Washington, Baltimore and Philadelphia	8:06 pm	*7:30 am
Alton—Leaves *10:10 a. m., *5:06 p. m. Arrives *8:00 a. m., *1:44 p. m.		

B. & O. S-W. RY.

Train.	Depart.	Arrive.
Cincinnati, Louisville, Washington, Baltimore, Philadelphia and New York Express	*2:15 am	*12:40 pm
Cincinnati, Louisville, Pittsburg, Washington, Baltimore, Philadelphia and New York Fast Mail	*5:05 pm	*7:20 am
Cincinnati Accommodation	†7:15 am	†7:28 pm
Cincinnati, Louisville, Pittsburg, Washington, Baltimore, Philadelphia and New York Royal Blue Limited	*8:20 am	6:55 pm
Flora Accommodation	†5:40 pm	†8:32 am
Flora Accommodation	†6:55 am	†10:32 am
West Baden and French Lick Springs, via Monon Route	*8:20 am	6:55 pm

CHICAGO, ALTON AND ST. LOUIS RY.

Train.	Depart.	Arrive.
Alton Limited for Chicago	*8:36 am	*6:53 pm
Peoria "Altoy Limited"	*8:36 am	.....
Chicago "Palace Express"	*9:00 pm	*7:28 am
Chicago "Midnight Special"	*11:31 pm	*7:57 am
Chicago "Prairie State Express"	*12:01 pm	*5:26 pm
Peoria "Prairie State Express"	*12:01 pm	*5:26 pm
Kansas City "Limited"	*10:19 pm	*7:08 am
Kansas City "Missouri State Express"	*8:00 am	*6:32 pm
Springfield Accommodation	*5:05 pm	*10:24 am
Springfield Local	*8:00 am	.....
Jacksonville Accommodation	*5:05 pm	*10:24 am

CHICAGO, PEORIA AND ST. LOUIS RAILWAY—(C., P. & ST. L.)

Train.	Depart.	Arrive.
Peoria, Pekin, Springfield, Grafton and Chouteau Station	*8:14 am	*7:30 pm
Springfield and Grafton Mail	*4:56 pm	*10:55 am

COTTON BELT.

(ST. LOUIS SOUTHWESTERN RAILWAY.)

Train.	Depart.	Arrive.
Arkansas and Texas Express (via Bismarck and Delta)	8:00 am	7:15 pm
Arkansas and Texas Fast Mail (via Bismarck and Delta)	8:37 pm	7:00 am

L., H. & ST. L. RY. (Henderson Route.)

Train.	Depart.	Arrive.
Fast Mail—Owensboro, Cloverport, Louisville and the East.	8:28 am	*7:16 pm
Eastern Express—Owensboro, Cloverport, Louisville and the East	*8:55 pm	*7:20 am

SOUTHERN RAILWAY.

ST. LOUIS-LOUISVILLE LINES.

Train.	Depart.	Arrive.
Louisville Express—Centralia, Mount Vernon, Mount Carmel, Princeton, Louisville, Washington, Philadelphia and New York	*8:00 am	*6:00 pm
Mount Vernon Accommodation	†6:25 pm	†8:04 am
Florida Limited, to Louisville, Lexington, Chattanooga, Atlanta and Jacksonville, Fla.	*9:15 pm	*7:04 am

ST. L., K. C. & C. R. R.

"ST. LOUIS LINE."

Train.	Depart.	Arrive.
Union Express (daily except Saturday and Sunday)	4:00 pm	8:35 am
Union Express (Saturday and Sunday only)	7:00 pm	8:35 am

ILLINOIS CENTRAL.

Northern Lines.

Train.	Depart.	Arrive.
Northern Illinois Express—Springfield, Freeport and Dubuque	*7:53 am	*8:40 pm
Peoria and Springfield	*11:30 am	*7:20 pm
Chicago Daylight Special	*11:30 am	*7:20 pm
Springfield Accommodation	*4:45 pm	*10:46 am
Chicago Diamond Special	9:10 pm	*7:24 am

Southern Lines.

Train.	Depart.	Arrive.
Paducah Mail and Express—Murphysboro, Carbondale and Marion	*7:03 am	*7:24 pm
New Orleans Fast Mail—Cairo, Memphis, Jackson, Tenn., and Texas Express; Nashville, Atlanta and Jacksonville	*8:36 am	*7:24 pm
St. Louis Special—Cairo, Memphis and New Orleans	*8:36 am	*5:16 pm
Accommodation—Murphysboro, Marion, Cairo, Sparta and Chester	†4:50 pm	†11:32 am
Accommodation—Murphysboro, Marion and Creal Springs	*4:50 pm	*11:32 am
New Orleans Limited—Cairo, Memphis; Dixie Flyer, Nashville, Atlanta and Jacksonville	10:15 pm	6:52 am

IRON MOUNTAIN.

Train.	Depart.	Arrive.
Texas Fast Mail to Little Rock, Texarkana, Dallas, Fort Worth and Abilene	*2:05 am	*7:35 pm
Delta, Columbus and Cairo Express	*8:00 am	*7:15 pm
Fast Day Express, Hot Springs, Dallas, Fort Worth, Austin, San Antonio, Houston and Galveston	*2:21 pm	*4:35 pm
St. Louis and Hot Springs Express	*7:30 pm	*8:18 am
Texas, Mexico and California Special—Dallas, Fort Worth, El Paso, Los Angeles, Galveston, San Antonio and Laredo	*3:15 pm	*7:25 am
Memphis Express	*8:37 am	*7:00 am

Fourth Street and Chouteau Avenue Station.

Train.	Depart.	Arrive.
De Soto and Bismarck Accommodation	*5:30 pm	*8:35 am

FRISCO LINE.

Train.	Depart.	Arrive.
Valley Park Accommodation	†7:10 am	†10:30 am
Valley Park Accommodation	†8:20 am	†8:15 am
Valley Park Accommodation	†9:00 am	†11:25 pm
Texas and Kansas Mail for Carthage, Joplin, Wichita, Arkansas City, Oklahoma, Dallas, Galveston, and Fort Worth	*8:45 am	*6:30 pm
Pacific Accommodation	11:10 pm	†10:25 am
Valley Park Accommodation	†3:50 pm	*6:45 am
Valley Park Accommodation	*6:30 pm	*5:55 pm
Pacific Accommodation	†5:24 pm	†7:45 am
Texas Limited (vestibuled), for Eureka Springs, Fort Smith, Ennis, Corsicana, Austin, San Antonio, Houston and Galveston	*8:50 pm	*7:30 am
Western Express, for Vinita, Oklahoma, Carthage, Joplin, Wichita, Burton and the West	*9:00 pm	*7:25 am

L. & N. R. R.

Train.	Depart.	Arrive.
St. Louis and Florida Limited	2:15 pm	2:20 pm
Fast Mail—Evansville, Nashville, Birmingham, Montgomery, Chattanooga, Atlanta, Macon, Charleston, S. C., Mobile, New Orleans and Jacksonville, Fla.	*1:23 am	*7:16 pm
Mount Vernon Accommodation	†5:00 pm	†9:05 am
Southern Express to Evansville, Nashville, Birmingham, Mobile, New Orleans, Thomasville, Jacksonville, Palatka, Ocala and St. Petersburg, Fla	*8:55 pm	*7:20 am

M., K. & T.

Train.	Depart.	Arrive.
Jefferson City, Columbia, Sedalia, Clinton, Fort Scott, Parsons and Indian Territory Express	*9:15 am	*6:01 pm
Fort Worth, Dallas, Waco, Taylor and Austin Express	*8:16 pm	*7:41 am
Fort Worth, Dallas, San Antonio and Galveston Express	*9:15 am	*6:01 pm
Sedalia, Nevada, Fort Scott and Denison Express	*8:16 pm	*7:41 am

MOBILE AND OHIO.

Train.	Depart.	Arrive.
Southern Special	7:25 am	.....
St. Louis and Florida Limited	.....	*7:00 pm
St. Louis and Florida Limited	8:00 pm	8:08 am
Murphysboro, Sparta, Chester and Percy Accommodation	†5:10 pm	†11:15 am

MISSOURI PACIFIC RAILWAY.

Train.	Depart.	Arrive.
Fast Mail	*3:00 am	*10:05 pm
Local Express	*7:35 am	*5:50 pm
Kansas City, St. Joseph, Omaha and Southern Kansas Express	*9:00 am	*6:05 pm
Washington Accommodation	†5:25 pm	†7:55 am
St. Joseph, Joplin, Wichita and Kansas Limited, daily	*8:10 pm	*7:20 am
Kansas and Colorado Express	*10:10 pm	*7:10 am

Creve Coeur Lake trains leave Union Station at *6:00 a. m., *9:15 a. m., †1:35 p. m., †4:30 p. m.

Oak Hill trains leave Union Station at †6:45 a. m., †10:10 a. m., †5:00 p. m. and †6:20 p. m.

Kirkwood trains leave Union Station at †7:00 a. m., †11:00 a. m., †4:10 p. m. and †6:25 p. m.

Leave Vandeventer Avenue Station at ‡11:30 a. m.

*Daily. †Except Sunday. ‡Sundays only.

ST. LOUIS AND HANNIBAL.

Train.	Depart.	Arrive.
Mail and Express	†7:10 am	‡11:10 pm
Mail and Express	†5:07 pm	†7:10 pm

ST. LOUIS-PEORIA LINE.

(See C., P. & St. L.)

Train.	Depart.	Arrive.
Peoria, Pekin, Springfield, Grafton and Chouteau Slough	*8:14 am	*7:30 pm
Springfield and Grafton Mail	*4:56 pm	10:55 am

ST. LOUIS MERCHANTS' BRIDGE AND TERMINAL RAILWAY SUBURBAN TRAIN SERVICE.

Eastbound—Leave Eighth and Gratiot streets, except Sunday, 4:04, 6:26, 7:27, 8:51, 10:05, 11:19 a. m.; 12:05, 1:42, 2:46, 4:00, 5:10, 6:25, 8:02 p. m. Saturday and Sunday only—11:41 p. m. Sunday only—5:24, 7:34, 10:12 a. m.; 5:21 p. m.

Leave Washington avenue, except Sunday, 4:08, 6:21, 7:41, 8:55, 10:09, 11:23, a. m.; 12:09, 1:46, 2:50, 4:04, 5:14, 6:29, 8:26 p. m. Saturday and Sunday only—11:45 p. m. Sunday only—5:27, 7:38, 10:15 a. m., 5:25 p. m.

Westbound—Leave Granite City, except Sunday, 5:15, 7:00, 8:14, 9:28, 10:42 a. m.; 1:10, 2:12, 3:23, 4:35, 5:44, 5:53, 7:12, 9:17 p. m. Saturday only—4:50 p. m. Sunday only—12:15, 5:55, 9:36 a. m.; 1:03, 6:00 p. m.

Leave Madison except Sunday, 5:19, 7:04, 8:18, 9:32, 10:46 a. m.; 1:15, 2:17, 3:27, 4:40, 6:00, 7:17, 9:21 p. m. Saturday only—4:56 p. m. Sunday only—12:20, 6:00, 8:41 a. m.; 1:07, 6:04 p. m.

TOLEDO, ST. LOUIS AND WESTERN.

(Clover Leaf Route.)

Train.	Depart.	Arrive.
"The Commercial Traveler"—Indianapolis, Toledo, Buffalo and New York	*7:30 pm	*7:32 am
Toledo and New York Express	*7:44 am	*4:18 pm
Charleston Accommodation	*5:35 pm	*9:28 am

VANDALIA LINE.

PENNSYLVANIA LINES WEST OF PITTSBURG—PENNSYLVANIA RAILROAD.

Train.	Depart.	Arrive.
Trains Nos. 20 and 21, New York, Philadelphia, Baltimore and Washington Special	*3:44 am	*8:40 pm
Indianapolis and New York Local	*8:04 am	*5:00 pm
New York Limited	*1:00 pm	*12:56 pm
Columbus and Eastern Express	*8:15 pm	*7:15 am
Vandalia Accommodation	*5:30 pm	*8:18 pm
Indianapolis and New York Express	*11:35 pm	*9:40 pm
Fast Mail	*2:40 am	*1:44 am

WABASH.

Eastern Lines.

Train.	Depart.	Arrive.
Continental Limited—Detroit, Niagara Falls, Buffalo, New York and Boston	*9:30 am	*7:15 pm
Toledo, Detroit Niagara Falls, Buffalo, New York and Boston Express	8:30 pm	7:15 am
Toledo, New York and Boston Fast Mail	2:45 am	*2:45 am
Midnight Limited—Detroit, Buffalo, New York and Boston	*11:30 pm	*2:00 pm
Toledo Local Express	*7:20 am	*8:45 pm

Chicago Line.

Train.	Depart.	Arrive.
Banner Express—Chicago	*8:40 am	*6:48 pm
Banner Limited—Chicago	9:05 pm	7:15 am
Midnight Limited—Chicago	*11:30 pm	*7:56 am
Fast Mail—Chicago	2:45 am	.....

Kansas City Line.

Train.	Depart.	Arrive.
Kansas City Express	*9:00 am	6:00 pm
Kansas City Fast Mail	*2:15 pm	1:59 am
Kansas City Limited	*10:15 pm	6:50 am

Northwestern Lines.

Train.	Depart.	Arrive.
Pattonsburg Express	9:00 am	6:00 pm
Cannon Ball—Omaha	7:30 pm	*7:00 am
Ottumwa and Des Moines Express	*9:00 am	*6:00 pm
Ottumwa and Des Moines Limited	*7:30 pm	*6:50 am

Local Trains.

Train.	Depart.	Arrive.
West—Moberly and Kansas City Local	7:40 am	6:50 pm
Moberly Local	*5:05 pm	*11:10 am
East—Decatur Local	*4:55 pm	*11:08 am

Suburban Trains.

From Union Station—		
St. Charles	.....	*1:50 pm
Kinloch Park	†6:15 pm	.....
Ferguson	**2:45 pm	*4:35 pm
Ferguson	4:20 pm	5:40 pm
Ferguson	.....	†8:30 am
Ferguson	.....	‡‡10:28 am
Ferguson (Thursday only)	11:30 pm	10:50 pm
From Olive Street Station—		
St. Charles	*11:00 am	*1:50 pm
St. Charles	†5:40 pm	†7:50 am
Bridgeton	*4:15 am	*8:40 am
Bridgeton	†6:45 am	†6:10 pm
Ferguson	8:50 am	†6:40 am
Kinloch Park	*1:55 pm	*10:30 am
Ferguson	†5:45 pm	†5:35 pm
Ferguson (Saturday only)	11:20 pm	7:45 pm
Ferguson	†6:20 pm	*3:20 pm

RETURN STOLEN TRUNK AFTER TEN YEARS.

Many of the Contents Were Exactly as They Were When Taken.

REPUBLIC SPECIAL.

Dallas, Tex., March 8.—Ten years ago a trunk was stolen from the home of Frank R. Malone at Llano, Tex., 150 miles southwest of Dallas.

Since then Mr. Malone and family have moved to this city and had forgotten about the stolen trunk.

To-day a negro drove up to the Malone home, 209 North Pearl street, placed a trunk bound with ropes and wires and badly worn on the back gallery of the house and quickly disappeared without disclosing his identity or anything about the trunk.

A set of table silverware and several hundred dollars' worth of other valuable articles were found all right in the trunk, but a package of valuable papers had been taken out.

Who stole the trunk is still a mystery.

NEGRO SLUGS AN ARABIAN.

Assailant Robs His Victim, Who Will Die of Injuries.

REPUBLIC SPECIAL.

Murphysboro, Ill., March 8.—David Mossi, an Arabian peddler, was slugged and robbed of $35 by a negro this afternoon just east of this place. The negro is supposed to have started to Jackson, Tenn.

The Arabian is in St. Andrew's Hospital, suffering from concussion of the brain. He will die.

CHARGES AGAINST STIMSON J. BROWN.

He Is Accused of Intriguing to Secure Legislation and of Neglect of Duty.

Washington, March 8.—Charges have been preferred to the Navy Department by Captain Charles H. Davis, superintendent of the United States Naval Observatory, against Professor Stimson J. Brown, head of the mathematical branch of the observatory, who is an officer of the navy with the rank of Captain. Secretary Long has had copies of the charges laid before Professor Brown, preliminary to the usual procedure of a Court of Inquiry, which will determine whether the charges are of a character to warrant a court-martial.

The affair grows out of personal differences arising in connection with certain legislation before Congress as to the position of astronomical director of the observatory. The place now held by Professor Brown was formerly filled by the noted astronomer, Professor Simon Newcomb. It recently has been proposed to Congress that certain additional authority be attached to the place, and out of this grew the differences.

The papers have not been made public, but it can be stated that the charges come under four main heads, viz: That the accused resorted to intriguing methods to bring about the administration of affairs which he desired; that he made statements as coming from Captain Davis which that officer controverts; that he threatened the superintendent with attacks upon the floor of Congress; and last, neglect of duty.

Ho, Golfers!!

The golf links at the Hot Springs of Arkansas are in splendid condition now.

TRIED TO BLACKMAIL SENATOR FROM UTAH

That Charge Is Made by Post Office Authorities Against Merchant of Schuyler, Neb.

THREATENING LETTERS SENT.

Five Thousand Dollars Demanded on Pain of Death—Ernest J. Wolter, the Man Under Arrest, Has Good Reputation.

Omaha, Neb., March 8.—Ernest J. Wolter, a prominent merchant of Schuyler, Neb., who was arrested in that city by a United States Marshal on a charge of attempting to blackmail United States Senator Kearns of Utah, was arraigned before United States Commissioner Anderson this afternoon. He waived preliminary hearing and was held to the Federal Grand Jury under $2,000 bonds.

The arrest of Wolter was the result of prompt work by the Post Office Inspection Department, its agents having been at work on the case only five days. There were three letters written in connection with the attempted blackmail. The first, February 19, was addressed to the recently elected Senator at Salt Lake. It spoke of the Senator's success in life, of his newly acquired happiness and of the writer's need of money.

It made a demand for $5,000 and went into considerable detail in directing how the money should be sent. It was specified that it must be in $20 bills and that Kearns must get a bundle of books and magazines and put the money between the leaves. It was further directed that one corner of the bundle wrapper must be torn open, so that the post office officials could see that it contained books and would not open it.

Mrs. Kearns Also Written To.

It was threatened that if this was not done, the writer would take Kearns's life and that they would go to eternity together.

The writer said he cared nothing about life unless he could have the money, and he directed that the amount be sent to box 484, Schuyler, Neb.

Two days later, February 21, the same party wrote a letter to Mrs. Kearns demanding $1,200 at once and another $1,200 by August 1. A threat of kidnaping her child was made as a penalty for non-compliance, and the writer stated that he was an "expert with dynamite and nitroglycerin."

These letters were put into the possession of Inspector Sullivan of Denver, who at once started for Schuyler, arriving there Tuesday. He called at the post office and inquired who had rented lock box 484, and was told that it had been rented by Ernest J. Wolter, the proprietor of a leading retail establishment of that city.

Wolter Denies the Charges.

The Inspector also learned that the Postmaster at Rogers, Neb., had received a letter signed by J. B. Walker, asking if a lock box could be rented with a combination that could be opened hurriedly. The writer stated that he was a traveling man, and had occasion to receive mail at Rogers and did not wish to ask for it.

The Inspector confronted Wolter with this letter, and he admitted having written it, saying he had done so at the request of a traveling man named Walker, whose whereabouts was unknown, and Wolter's arrest followed.

Wolter refused to discuss the case further than to say that he is not guilty as charged.

"The case may look bad upon its face," he said, "but I have no misgivings as to the outcome. There are other parties in this. That's all I care to say at present."

Wolter came to Schuyler from Salt Lake three years ago and opened a large dry goods establishment at the latter place, taking a prominent part in the business affairs of the community. Hitherto he has borne a good reputation, and his arrest was received with much surprise.

While in Utah he conducted stores in several towns, and, during his stay at Salt Lake, he became familiar with the reputed wealth of Senator Kearns.

He gave bond and returned to Schuyler this evening.

SUSPEND A MINERS' LODGE.

Members Had Made a Demonstration Against a Manager.

REPUBLIC SPECIAL.

Springfield, Ill., March 8.—The joint conference of the miners and operators of the State, which is now in session in this city, to-day approved the report of a joint committee, which recommended that the Athens local lodge of the United Mine Workers of America be suspended for ninety days. As a result, the Athens miners will not be recognized as union men during that period and will not be permitted to work in any of the mines of the State.

The offense of the Athens miners was that they engaged in a riotous demonstration last night and drove Mine Manager W. W. Williams out of the town. Williams went to Athens as a successor to John Henry, who was popular with the miners, and the friends of the former manager organized the demonstration against Williams. They surrounded his hotel and threatened to kill him, and it was only when he promised to leave the village that they dispersed. He came to Springfield this morning and made complaint to the officials of the miners' union. A committee was appointed to investigate the matter, with the above result.

The Joint Scale Committee of the State Conference to-night, after a long wrangle, readopted the day scale of last year, except in the First District, where the wages of firemen are raised from $1.50 to $1.80.

The clause of the Columbus agreement, fixing the minimum day's wages at $1.80, was affirmed.

TELEPHONE WAR THREATENED.

Strong Competitor of Chicago Company After a Franchise.

Chicago, March 8.—Chicago is threatened with a telephone war. A competitor of the Chicago Telephone Company appeared in the field to-day, when the Council Committee on Gas, Oil and Electric Lights recommended for passage a twenty-five-year franchise for the United Telegraph, Telephone and Electric Company.

A reduction by half of the present telephone rates, a 5-cent charge for public phones and a liberal compensation for the city are provided in the ordinance, which grants the present Hyde Park company the right to extend its base of operations throughout the entire city.

V. Surghner, promoter of the company, told the committee that the concern was financially able to put 10,000 phones into immediate operation.

VISITORS AT ST. LOUIS HOTELS.

—L. C. Smith and Mrs. Smith of DeWitt, Ark., are at the the Southern.

—J. M. Fegtley of Shawnee, Ok., is at the Lindell.

—Isaac Wright and Mrs. Wright of Columbus, Kas., are at the St. Nicholas.

—J. D. Hall, a Sedalia, Mo., merchant, is at the Planters.

—B. F. Lusk of Jackson, Mo., is at the Laclede.

—A. M. Hammers of Sheboygan, Wis., is at the Southern.

—H. H. Ziegle of Junction City, Kas., is at the Lindell.

—F. E. Turner and Mrs. Turner of Tulsa, I. T., are at the St. Nicholas.

—Felix Phillips of Lehigh, I. T., is at the Planters.

—Henry C. Bell of Potosi, Mo., is at the Laclede.

—E. E. Porter of Corrinto, Ark., is at the Southern.

—A. H. Williams of Eureka Springs, Ark., is at the Lindell.

—H. H. Sanders of Paducah, Ky., is at the Lindell.

—H. C. Mosher and Mrs. Mosher of Springfield, Mo., are at the Planters.

—A. L. Hawkins of the Secretary of State's office, at Jefferson City, and Mrs. Hawkins are at the Southern.

—J. R. Gay and Mrs. Gay of Decatur, Ill., are at the Laclede.

—C. S. E. Holland of Houston, Tex., is at the Planters.

—George W. Sipe of Kokomo, Ind., is at the Terminal.

—J. W. Farris of Lebanon, Mo., is at the Laclede.

—W. A. Beatty of Nashville, Tenn., is at the Planters.

—Arthur Waller of New York is at the St. Nicholas.

Thorough instruction by correspondence in one hundred courses of study is offered by the Home School. Read ad in to-day's issue and write Instruction Department, St. Louis Republic, for description of courses and price of tuition.

RAILROAD NEWS FROM ALL POINTS.

Project Progressing for an Electric Line From Mattoon to Springfield, Ill.

TO JOIN CHARLESTON LINE.

Meeting to Be Held at Sullivan, Ill., to Complete Organization—St. Louis Railway Club—General Notes.

REPUBLIC SPECIAL.

Mattoon, Ill., March 8.—The project of constructing an electric road from Mattoon to Springfield is assuming definite proportions. Henry Rawie of Anderson, Ind., has enlisted the aid of prominent business men in the counties through which the proposed line is to pass and has received such substantial support that a meeting will be held at Sullivan, March 15, to perfect organization and arrange for incorporation.

The road is to extend from this city to Springfield and pass through Fuller's Point, Sullivan, Todd's Point and Taylorville. It will open up a rich agricultural country lacking railroad facilities and tap the new oil and gas fields in Shelby County. Trains will be run hourly carrying passengers, express, freight and mail.

Mr. Rawie has a franchise for an electric road between this city and Charleston and the scheme comprehends the consolidation of both lines.

ST. LOUIS RAILWAY CLUB.

Professor Shepardson Read a Paper on Electric Train-Lighting.

The St. Louis Railway Club held its regular meeting yesterday afternoon at the Southern Hotel. President John G. Baulch was in the chair, with an unusually large number of members present. Secretary E. A. Chenery announced that ten new members had been elected and that twenty applications for membership had been filed.

After transacting some routine business President Baulch introduced Mr. George D. Shepardson, professor of electrical engineering in the University of Minnesota, who read a paper on "Electric Train-Lighting." The parlor was darkened, and with the aid of stereopticon views Professor Shepardson illustrated his remarks. He spoke of the early attempts at lighting cars with electricity and came down gradually to the advanced systems now in use on some railroads. He also showed by a compilation of figures taken from reports made both in this country and abroad the relative cost of lighting with oil, gas and electricity. The paper was a most interesting one and the reading of it consumed nearly the entire meeting.

Mr. Henry Miller was on the programme for a paper on "The Correct Signal" and Mr. H. C. Alford for one on the "Relative Merits of Paints."

Just prior to adjournment, Mr. E. C. Marshall offered a resolution indorsing Joseph Flory as an applicant for one of the commissionerships of the St. Louis World's Fair of 1903. The resolution was unanimously adopted, and President Baulch authorized to wire President McKinley at once, notifying him of the action taken by the club.

At the April meeting the annual election of officers will take place.

LIVE STOCK TRAFFIC.

Large Increase Reported by Officials of Western Lines.

Chicago, March 8.—Traffic officials of Western railroads report a big increase in live stock shipments. So far this month all roads have hauled more live stock than during the corresponding period of many years, and the outlook is good. An official statement of deliveries here by all roads during the month of February was issued yesterday. The total receipts were 23,341 cars, as against 21,796 cars in the same month of last year. The Northwestern had the largest share of the live stock traffic of last month, 5,494 cars, a gain of 450 cars from last year. The St. Paul had the next largest share, 4,869 cars, an increase of 800 cars. The Burlington ranked third, with 4,107 cars, a decrease of 240 cars. The Illinois Central had 2,674 cars, a gain of 130, and the Rock Island had 2,213 cars, an increase of 100. The Santa Fe had 739 cars, a gain of 100. The Alton brought in 504 cars, 170 less than in February of last year.

The total receipts of live stock as classified are as follows: Cattle, 205,467, an increase of 12,113; calves, 6,251, an increase of 183; hogs, 784,142, an increase of 54,888; sheep, 257,992, an increase of 7,984; horses, 10,619, an increase of 2,090.

The shipments of live stock from Chicago last month were 6,054 cars, an increase of 409 cars. As classified the shipments were: Cattle, 73,967; calves, 806; hogs, 119,627; sheep, 54,604; horses, 10,200. This shows that only 419 more horses were brought here last month than were shipped away. Many were bought for the British and German armies.

MR. GOULD AT KANSAS CITY.

Says the Boonville Extension Will Be Completed This Summer.

Kansas City, Mo., March 8.—George Gould and party returned to the city to-night from their trip through Kansas, and Mr. Gould and his friends spent the evening at a theater. To-morrow the Gould special train will go over the Lexington line to Boonville, Mo., thence to St. Louis. Mr. Gould said to-night that the Missouri Pacific would begin construction at once of a road from Boonville to Jefferson City, following the Missouri River, the line to be substantially built and to be completed this summer.

AT JOPLIN, MO.

REPUBLIC SPECIAL.

Joplin, Mo., March 8.—George J. Gould, president of the Missouri Pacific Railway, and his leading officials arrived in Joplin early this mornig on a special train on a tour of inspection and remained several hours. They were taken out to the Picher Lead Works and some of the leading zinc mines near Joplin, and were entertained by the Joplin Commercial Club.

Mr. Gould was astonished by the wonderful growth and development of the zinc mining district, and seems determined that the Missouri Pacific shall have its share of the business here. He will build several spurs and branches to points not now reached by his road.

TO BUY PULLMAN COMPANY.

All Private Car Factories to Be Forced Into a Combine.

It is probable that all the private car factories for sleeping, freight, stock cars and others may be brought into a combine under a community of ownership. It is said that the Harriman-Morgan syndicate, that has been absorbing several railroads a day during the last year, is planning a campaign against these private car companies. According to report the syndicate will organize the Railway Equipment Company with a capital of $100,000,000, for the purpose of buying the stock of the Pullman company and furnishing sleeping cars to the roads that now operate their own cars. There are but three of the latter in the United States and one in Canada—the Milwaukee and St. Paul, the Great Northern, the New York, New Haven and Hartford and the Canadian Pacific.

TRIANGULAR RUMOR.

Three Lines After the Davenport, Rock Island and Northwestern.

Chicago, March 8.—Many rumors are afloat regarding the Davenport, Rock Island and Northwestern road, which was launched upon the railroad world by the Gates-Lambert combination about one year ago. It is stated positively in certain circles that the road has been leased jointly by the St. Paul and the Rock Island. In other quarters it is stated that the Burlington has secured control. Still another story is to the effect that the St. Paul has leased the terminal facilities of the company ni Rock Island, Davenport and Moline. President Purdy of the Rock Island stated that so far as he knew his company had not secured any interest in the road. The sole purpose that any of the three companies named could have in securing the road would apparently be to shut out the Northwestern.

GEORGE B. HORNER.

May Succeed Division Passenger Agent Smith at Cincinnati.

Cincinnati, O., March 8.—Local passenger men were doing a little guessing yesterday as to who will succeed Jackson Smith here as division passenger agent of the L. & N. By many it is thought George B. Horner, now division passenger agent at St. Louis, will be brought here and a new man appointed at St. Louis.

Mr. Horner was located here before he went to St. Louis, and is thoroughly familiar with the territory. He has a host of friends here, who would be more than pleased to have him located at Cincinnati again.

Some of the passenger men think General Passenger Agent Stone will go outside of the L. & N. ranks for Mr. Smith's successor.

W. P. A. Reduced Rates.

Reduced rates have been authorized by the Western Passenger Association as follows:

Cedar Rapids, Ia., March 25–29; bench show; open rate of fare and one-third for the round trip from points in Iowa.

Lincoln, Neb., March 19, 20; biennial State convention, Knights of the Maccabees; fare and one-third on the certificate plan.

Des Moines, Ia., May 2, 3; annual contest Interstate Oratorical Association; fare and one-third, on the certificate plan, from points in Illinois, Wisconsin, Iowa, Minnesota, Nebraska, Kansas and Colorado.

Asheville, N. C., May 15–21; annual meeting Supreme Council, Royal Arcanum; fare and one-third on the certificate plan.

Norfolk and Western Merger.

The Cincinnati, Portsmouth and Virginia Railroad, which was recently acquired by the Norfolk and Western, will be merged entirely into the latter system. The jurisdiction of the operating department of the Norfolk and Western has already been extended over the acquired property, and L. E. Johnson, general manager of the Norfolk and Western, has been appointed general manager of the Cincinnati, Portsmouth and Virginia.

F. J. Kimball, chairman of the Board of Directors of the Norfolk and Western; Henry Fink, its president; A. J. Hemphill, its secretary, and Joseph I. Doran have been elected into the Board of Directors of the Cincinnati, Portsmouth and Virginia.

Work on Boonville Extension.

REPUBLIC SPECIAL.

Boonville, Mo., March 8.—John H. Reynolds, a railroad contractor, opened his offices here to-day, and sublet several contracts on the Boonville, Jefferson City and Lexington extension. Twelve subcontractors are here to bid on the remainder of the work, which will be let at once. Ground will be broken in about ten days, and the work will be pushed so as to complete the work by September 1.

Personal and Current Notes.

—R. H. Morris, commercial agent of the Southern Railway at Evansville, Ind., was at headquarters here yesterday.

—General Solicitor A. G. Cochran of the Missouri Pacific left last night to join the Gould inspection party in Kansas.

—C. L. Hilleary, assistant general passenger agent of the Big Four, returned yesterday from a trip over the lines in Illinois.

—D. S. Spencer has been appointed assistant general passenger agent of the Oregon Short Line, with headquarters at Salt Lake City.

—E. A. Thayer, proprietor of the Glenwood and Colorado hotels at Glenwood Springs, Colo., was at Missouri Pacific headquarters yesterday.

—George M. Burns, superintendent of the Detroit division of the Wabash, and Alex. Robertson, superintendent of the middle division, were here yesterday.

—E. T. Lampert, local agent at Chicago of the Illinois Central, was in the city yesterday visiting his old friends and associates. Mr. Lampert was formerly agent of the Illinois Central at East St. Louis. It was his intention to return to Chicago last night.

—C. L. Stone, general passenger agent of the Louisville and Nashville, has been elected president of the New Orleans Passenger Association.

—The Erie has filed a certificate of increase of capital stock from $172,000,000 to $177,000,000. This increase was authorized by the State Railroad Commissioners of New York.

—J. E. Dalrymple, general freight agent of the Central Vermont, has been appointed assistant general manager of the Grand Trunk, replacing R. S. Logan. Ira W. Cantt, general Western agent of the Grand Trunk at Chicago, was appointed to succeed Mr. Dalrymple, with headquarters at St. Albans, Vt.

—A weekly line of sleeping cars will be established between Chicago and Hot Springs, Va., by the Big Four road.

—F. L. Johnson has been appointed local freight agent of the Burlington at Chicago, in place of Lot Brown, who succeeded A. J. Cross as contracting freight agent.

—Baltimore and Ohio interests are denying the rumor that there is to be a closer relation between the road and the Chesapeake and Ohio. Large stockholders in the Baltimore and Ohio, however, are said to have been approached by representatives of the Pennsylvania and asked to sell their Chesapeake and Ohio holdings. In this connection it is stated that the Pennsylvania has offered to guar