"BOSSIE" FRANCIS ELUDES PURSUERS.

Traced to an Abandoned Coal Mine by Bloodhounds, He Gets Away.

POSSE KEEPING UP SEARCH.

Negroes in the Neighborhood Have Been Disarmed and Closely Questioned — Capture May Come Soon.

REPUBLIC SPECIAL.

Warrensburg, Mo., Aug. 29.—W. C. Hyatt, brother-in-law of the murdered woman, Miss Mary Henderson, has offered a personal reward for the capture of the negro, Bossie Francis, and Johnson County, through Sheriff Koch, has offered a reward of $100.

Mr. Hyatt was asked this evening by a Republic correspondent what would be done with Francis were he caught, and he replied: "Why, we'll burn him. We'll first bring him to the scene of the murder for confession and then take him off and apply the torch."

"Will you apply the torch?" he was asked.

"Well, I'll help do something," was the reply.

The funeral of Miss Henderson was held this afternoon, and an immense number of citizens from all the countryside attended.

It has been developed that Francis, the murderer, is a grandson of Cato Francis, a negro drummer, who served under General Jackson in the Creek wars.

Francis has thus far eluded his pursuers, and to-night the large posse that has been searching for him partially disbanded, discouraged over the failure of the capture. A pack of bloodhounds was obtained to-day from Manhattan, Kas., and taken to the Hyatt farm, the scene of the murder. They found the trail of Francis readily and followed it straight to the coal mine at Blackwater, owned by a negro, John Hardin, whose wife is an aunt of Francis.

Not in the Mine.

The posse, composed of 200 men, felt sure that Francis was hidden in the mine shaft, but as he was known to have two pistols none of the men ventured to go down. Finally, A. W. Rice, owner of the bloodhounds, entered the mine, taking the dogs with him, but failed to find Francis, after a thorough search.

Late this afternoon Deputy Sheriff Temple of Warrensburg called a council of the posse, and after discussing the situation the men decided to disperse for the night, leaving a few of their number to guard important points. The search will be continued to-morrow by a large number of men.

Will Offer a Reward.

C. W. Hyatt, brother-in-law of the murdered woman, will offer a reward for the arrest or body of Francis, and this is expected to stimulate the efforts of the volunteers.

"Bossie" Francis is known to all the negroes in the county and is very popular among them. No one supposes that he has gone far from Columbus, and it is thought that no negro in the neighborhood would refuse him food and shelter.

There are several negro settlements in the district and there are negro cabins everywhere. All the negroes have been disarmed by the volunteers and their houses searched.

There seems to be no doubt that Francis first fled to his uncle's house at Blackwater and then took refuge in the woods. At this season of the year the vines and weeds along the numerous creeks make a thick cover.

The three negroes taken to Warrensburg, suspected of having aided Francis in his flight, are in no danger, the town being quiet.

"EXTERMINATION THE OBJECT."

"Massacre of Armenians by Kurds Part of Foul Turkish Plot."

London, Aug. 30.—The Daily Mail publishes to-day an article written by Ali Nouri Bey, former Turkish Consul in Rotterdam, declaring that the massacre of Armenians by Kurds, which has just recommenced, is part of a regular system of extermination. He says:

"The number of Armenians killed will depend upon the outcry raised in Europe and the pressure brought to bear upon the Sultan. The same horrible process will be repeated year by year until all are killed."

SISTER KILLED IN A WRECK.

Mother Baptiste of Denver Victim of Railroad Accident.

Denver, Colo., Aug. 29.—A special from Durango, Col., says: By the turning over of the Pullman car on westbound Rio Grande train this morning Mother Baptiste of Denver, mother superior of Colorado, was killed and Sister Mary Nora and Harley McCoy, also of Denver, and Pullman Conductor Whan were injured.

IOWA TOWN BURNING.

Seventeen Business Houses Destroyed and Fire Still Raging.

Des Moines, Ia., Aug. 30.—A message from Scranton, Ia., received at 1 o'clock this (Friday) morning, says a fire has destroyed seventeen business houses at a loss of about $50,000. The fire is still beyond control.

PLOTTING AGAINST ROYALTY.

Anarchist Had Letters Threatening Emperor Francis Joseph.

Buda-Pesth, Aug. 30.—Johann Nagy, an anarchist, has been arrested at Debrecsin. The police found in his possession letters threatening the life of Emperor Francis Joseph.

Odors of Perspiration

KILLED by

Spiro Powder

An odorless guaranteed toilet powder, not a perfumed talcum mixture.

Spiro Powder is something new. Its use means cleanliness and freedom from all sour perspiration, odors of the feet or body. It cures Chafing and Prickly Heat. It heals and sweetens. Ladies can destroy at once all perspiration odors by dusting a little Spiro Powder on their dress shields, corsets or other clothing. Remember, it is guaranteed. Try it at once; do not delay gaining comfort, peace of mind and Spiro Powder.

Sold by all druggists, 25c per box. Write for free samples to

SPIRO COMPANY, Niagara Falls, N. Y.

THREE EXPERT YOUNG SWIMMERS WHO PERFORM SOME DARING AQUATIC FEATS.

MAY HOPPE, 13 YEARS OLD.

GERTRUDE FLANAGAN, 12 YEARS OLD.

STELLA FLANAGAN 10 YEARS OLD.

The Eldest Is Only Thirteen Years Old, and Their First Lesson Was Taught Them Less Than Two Months Ago.

CHAMPIONS IN THEIR CLASS.

Friends and relatives of Misses Gertrude and Stella Flanagan of Wellston and Miss May Hoppe of No. 2609 Franklin avenue claim that the children are now the best girl swimmers in St. Louis. The eldest of the trio is 13 years old, and all took their first swimming lesson only two months ago.

They can swim dog fashion, sailor fashion, on their sides and on their backs. They can dive, turn somersaults from springboards and perform many other aquatic feats, the mere witnessing of which would terrify less daring girls. Their crowning achievement occurred last Friday, when they came one, two, three in a swimming race, in which the twelve best girl swimmers of the juvenile class at Clark's natatorium competed. Pretty Miss Stella Flanagan, only 10 years old, the youngest of the three, won first prize, and now has a handsome gold medal as the fruit of her victory.

Last night the little Misses Flanagan were hostesses at their Wellston home to about fifty members of their swimming class. There were dancing and light refreshments, and the young people thought it almost as much fun as to be splashing about in the water, and much of their talk was about swimming.

Miss Hoppe is the daughter of William H. Hoppe of the Fred Hoppe Grocery Company. The Flanagan sisters are the daughters of Patrick E. Flanagan. Last July 4 the fathers of the three girls took them to Clark's natatorium to watch the swimmers. The three girls requested to be taught to swim, and the result was that they were enrolled in a morning class.

They took to the water as if it were their native element, and have been improving steadily. "Bill" Clark of the natatorium has been astonished at their progress.

"You should see them," he said. "They are afraid of nothing. They dive from the high springboard like old professionals. They swing out on the ropes and dive off like acrobats. The other day Stella Flanagan dove in and got out a hammer which had been trown into the deepest port of the basin. They would jump from the rafters if they were allowed."

BEAUMONT OIL PRODUCTION MAY CRIPPLE COAL MINES.

Consummation of Present Plans for Marketing Fuel Oil Would Reduce Demand for Bituminous Coal by Over Thirty Million Tons—All Miners West of the Mississippi May Be Affected.

GOVERNMENT GEOLOGICAL SURVEY DEEPLY INTERESTED.

REPUBLIC SPECIAL.

Washington, Aug. 29.—Experts of the United States Geological Survey are greatly interested in the development of the Beaumont oil field in Texas and are studying its relation to the future production of fuel coal. It is pretty well settled that for the present at least there will be no extensive refining of the Beaumont oil, but the fight between oil and coal for steam fuel has already commenced and the experts are observing the contest in its economic bearing.

There seems to be no doubt that coal production in the Southwest is seriously menaced, and that Western mines may be seriously affected later on. This will depend somewhat, however, on the extent of the Beaumont field, which is still a matter for demonstration.

Competition With Local Mines.

The Beaumont producers have not as yet begun to market their product in anything like normal quantities, but their preparations are on a scale large enough to leave no doubt that as soon as they can construct pipe lines, oil tanks, tank cars and barges they will enter into deadly competition with coal for steam purposes. If the action of the Texas Railroad Commission stands with regard to rates on oil and coal, Texas and Indian Territory coal will, it is claimed, lose its market to a great extent, and the same may be said of Arkansas coal. From reports on file in the Geological Survey, Alabama coal seems to be threatened also. Mr. England, secretary of the Mobile Chamber of Commerce, has this to say upon the subject:

Oil Tests Have Been Satisfactory.

"The adaptability of this oil (Beaumont) as a fuel has been tested on some of the towboats and by some of the larger industries, and the tests have been exceedingly satisfactory. Already oil has become a potent factor and since these tests a reduction in freight rates from $1.70 to $1.10 per ton has been made by the railroad lines from the mines to Mobile, and coal contracts cannot be made at even this reduction of freight rates."

Mr. England goes on to say that as between a ton of coal and three barrels of oil, which produce the same amount of steam, there is a $1 difference in favor of oil, and that contracts for changing from coal to oil are being let by all the electric light companies, the large industries and by the steamers running between Mobile and Fruit Island.

Possibilities of Beaumont's Output.

The interesting and doubtful element in the situation is the amount of oil in the Beaumont pool, and how long it will hold out. It is estimated by local operators that the twenty-eight flowing wells already developed have an apparent capacity in the aggregate of 700,000 barrels a day at the lowest. If this be true the Beaumont field is already good for 255,000,000 barrels a year, unless the marketing of the oil to the capacity of the wells should show a decided decrease in pressure and consequently a largely reduced production.

More Than Pennsylvania's Production

If the present apparent production should be sustained, the production in the aggregate would make a marvelous showing, as compared with all former oil production in the United States, and it would, as a steam element, equal 85,000,000 tons of coal, just 8 per cent more than Pennsylvania's annual bituminous product, and something more than a third of the country's bituminous product.

Experts here believe that the Beaumont field in full development will create a great export trade with South America, and stimulate industry in Texas and States within a reasonable distance of the oil fields. If oil should become the steam fuel for the Southern, Western and Southwestern railroads, as well as for the steamships which touch Southern ports, much of the product would be absorbed this way.

Coal Fields That May Suffer.

Assuming, however, that the Beaumont field should furnish 100,000,000 barrels of fuel oil for commerce generally, it would take the place of 33,000,000 tons of coal, in which event the coal fields most likely to be affected are those of Alabama, Tennessee, Arkansas, Indian Territory, Texas, New Mexico, Kansas, Iowa, Colorado and Missouri. The coal mines of those States had the following production last year:

State.	Tons of Bituminous Coal.
Alabama	3,294,275
Arkansas	1,467,946
Colorado	5,244,261
Indian Territory	1,922,728
Texas	908,873
New Mexico	1,199,190
Kansas	4,467,870
Missouri	3,649,103
Iowa	6,397,829
Tennessee	3,706,663
Total	34,196,738

Will Reduce Bituminous Supply.

Of course, it is not contended by the experts of the Geological Survey that the mines of these States are to be destroyed, but they assert that the full development of the Beaumont field will likely curtail coal production in this area and largely reduce the profits of mining. As for the bituminous coal fields of Pennsylvania, Ohio and West Virginia, it is not believed that they will be seriously affected by the Texas oil, either in the tonnage production or in price. As a rule, the coal fields of these States are too near their market to be affected by oil produced so far away.

It is realized that the Beaumont oil is going to have a great fight with coal men and the transportation companies prior to the annihilation of the coal industry, and it is quite likely that some agreement will be reached which will give the coal men some chance, at least; but the certainty of Texas oil becoming the chief fuel in the Southwest, and, possibly extending in time to the Western and Southern States, is regarded by the experts, who are studying the question, as an economic certainty. Only the coal fields north of the Ohio River and east of the Mississippi are regarded as permanently safe from its encroachments.

The subject is regarded as so important that the Geological Survey is making extensive investigation, and early next year a number of interesting reports and articles thereon by the bureau's scientific men will be published.

SOCIETY BELLE SUED BY COACHMAN'S WIFE.

Charge of Alienating Affections of Woman's Husband Is Brought Against Miss Wetherell.

REPUBLIC SPECIAL.

Gloucester, Mass., Aug. 29.—Sued by the wife of her coachman for alienating the man's affections, Miss Maude B. Wetherell, one of the wealthiest society belles of Gloucester, to-night refuses to say anything about a matter which has created a tremendous sensation here.

Mrs. Martin Magnusson brings the suit and places damages at $30,000.

Miss Wetherell is the daughter of the late Monson L. Wetherell, and is a handsome woman of 22. Her father was one of the most prominent of the city's business men and left a handsome fortune to his children.

Mr. Wetherell was an ardent admirer of fine and speedy horses. His stables always held some of the fastest and most high-spirited animals on Cape Ann. The entire family had the same love for fine horses, and the Wetherell equipages have always been a familiar sight around town.

Miss Maude shared her father's love for a horse perhaps more than any other member of the family. From a little girl she has been fond of driving. Coachmen have been employed by the Wetherells for the past thirty years or more.

How the Scandal Started.

About two years ago Martin Magnusson, a good-looking young man, came into their service, and drove the family, including Miss Maude, about town. The Wetherell stable consisted mainly of trotters of 1,000 pounds or under, and necessarily these were hitched to light wagons and especially for road work. Oftentimes the coachmen have been seen seated side by side with some member of the family.

There was nothing "stuck up" about the women of the family. Here is where their neighbors' criticism comes against them. A leading liveryman of this city says they have used their help too well and have been too democratic and familiar with them.

Magnusson left the employ of Mrs. Wetherell last September, left of his own volition, it is stated by Miss Wetherell. Since that time he has not been employed, so it is stated, but has lived with his father.

Mrs. Magnusson has, for several years, resided in New Hampshire, but on occasions made trips to this city for the purpose of visiting her husband. During the past six months, however, it is stated that she has resided permanently with him in this city. The Magnussons are Swedes, of a quiet disposition and have always borne a good reputation.

Mrs. Wetherell is almost prostrated by the notoriety which has been thrust upon her family, and is under the doctor's care.

She says her daughter is innocent of anything of the kind charged. She says Magnusson was employed as other coachmen have been to drive horses for her family, and that she always has taken a friendly interest in him, and when sick gave him her personal attention.

Colonel William A. Pew, Jr., of this city, has the case for Mrs. Magnusson. Public opinion here is with the Wetherells.

INVENTOR IS VICTIM OF HIS CHEMICALS.

William Franklin Coston Dies of Injuries Received in His Laboratory.

MAY HAVE BEEN A SUICIDE.

Domestic Troubles Thought to Have Preyed on His Mind—Wife Had Secured Degree Allowing Alimony.

New York, Aug. 29.—William Franklin Coston, perfector of the famous Coston signals, invented by his father, Benjamin Franklin Coston, and used by maritime countries the world over, is dead, the victim of an instant's rebellion of the powerful chemicals which he had spent a lifetime in putting under subjection.

While at work in his laboratory at West New Brighton, S. I., on August 7, Coston was terribly burned by an explosion of chemicals, and his factory was burned. He was taken to a hospital, and it was there that he died after lingering for two weeks.

Whether his injuries were due to accident or were the result of an attempt to commit suicide is not known. The domestic relations of Mr. Coston were unhappy, and immediately following the explosion there were rumors that it was the result of an attempt on his part to commit suicide. For several months prior to the explosion he and his wife, Mrs. Sarah G. Coston, had lived apart, and a few days before the explosion she began an action for divorce. Justice Fitzgerald awarded $30 a week alimony and $150 counsel fees to her. She then went to the Coston home with three furniture vans, and, it is said, stripped it.

These things preyed upon Coston's mind, but whether the chemicals exploded by accident or design perhaps never will be known. Following the accident the wife visited him several times. Their three sons and two daughters are believed to have exercised great influence in convincing her that it would be better to let bygones be bygones at such a time.

Coston was 56 years old. He was born in Washington, D. C., and was graduated from Georgetown College. He afterward went abroad and completed his education by study and travel. While the Franco-Prussian War was in progress he spent several months in France and Germany.

It was his father, Benjamin Franklin Coston, who invented the signals, but his son improved and perfected them, and promoted their use in all maritime countries until to-day their worth is recognized officially by all Governments.

The explosion which cost the distinguished but eccentric inventor his life occurred when he was supposed to be experimenting in the mixing-room in his factory in West New Brighton.

Coston was handling some of the chemicals which enter into the construction of his marine signals when the explosion came. Burned and bleeding, he was thrown to the floor, and, to add to his intense torture, some paper near him took fire and ignited his clothing.

The explosion having blown out the windows of the factory, the flames were fanned by the draught and spread to the packing-room, where two girls were forced to flee for their lives. Meanwhile, Coston had recovered sufficiently to regain his feet, and he, too, rushed from the building. He was taken to the Smith Infirmary, where Doctor Bryan said he would recover if he had not inhaled the flames.

The fire following the explosion destroyed the Coston factory. There had been many explosions in the factory, two within the last two years being serious.

BALDWIN'S EXPEDITION.

Arctic Explorer's Party Landed at Camp Ziegler.

Christiania, Norway, Aug. 29.—The steamer Frithjof arrived at Hammerfest today and reports that she successfully landed the Baldwin-Ziegler Arctic expedition at Camp Zieigler, in latitude 80.24 north and longitude 55 east, on Aiger Island.

All the members of the expedition were in good health, and the dogs and ponies were in excellent condition after their month's voyage.

The Frithjof left Camp Ziegler August 23. The weather conditions were favorable for an advance of the expedition.

Mr. Baldwin intended to start northward August 24, by what is called the inter-channel route, across Markham Sound and between Austria Sound and the British Channel.

RAILROAD NEWS FROM ALL POINTS.

Santa Fe System Proper Is to Be Operated Under Two Grand Divisions.

SUPERINTENDENTS' TERRITORY.

J. E. Hurley and C. F. Ressigue to Fill the Two Positions—Santa Fe Purchase—Changes—General Notes.

Kansas City, Mo., Aug. 29.—The Atchison, Topeka and Santa Fe Railway proper, that portion of the Santa Fe system extending from Chicago to Albuquerque, N. M., and Purcell, I. T., is to be divided into two grand divisions and operated under two general superintendent. J. B. Hurley at present acting general superintendent of the Santa Fe, Pacific, South California and San Joaquin Valley, and the Santa Fe lines west of Albuquerque, will be the new general superintendent.

The date of Mr. Hurley's appointment, which will be simultaneous with the division of the road, has not yet been decided on. It will be either September 15 or October 1.

C. F. Ressigue, at present general superintendent of the entire Atchison, Topeka and Santa Fe system, will continue to maintain headquarters in Topeka in charge of the Eastern grand division. Mr. Hurley will be in charge of the Western grand division, with headquarters at La Junta, Colo.

The supervision of General Superintendent Ressigue will extend over the main line and branch lines east of Newton, Kas., and the main line south from Newton to Purcell, I. T. General Superintendent Hurley's supervision will be over the main line and branch lines west of Newton, and over the Panhandle division, which now includes the Pecos Valley Railroad.

In deciding to establish two grand divisions the Santa Fe management is returning to the system that was in effect for several years prior to 1896. In that year H. U. Mudge, now general manager, was made general superintendent of the entire Atchison, Topeka and Santa Fe system, and Charles Dyer, now general superintendent of the Colorado and Southern, who had been for some time general superintendent of the Western grand division of the Santa Fe, was reduced to a division superintendent and the grand divisions abolished.

NEW WABASH LOCOMOTIVE.

Trial of the First One of an Order of Fifty.

REPUBLIC SPECIAL.

Decatur, Ill., Aug. 29.—Engine No. 629, the first of the fifty new locomotives ordered by the Wabash, made its first trip to-day, satisfactorily pulling a freight train from Springfield to Decatur. A critical audience of Wabash engineers and officials was waiting for its arrival in Decatur. They pronounced the new engine all that was promised and had no doubt that it would be able to come up to the contract, which is to pull a ten-car passenger train at seventy-five to eighty miles an hour.

There are ten drive wheels. They are seventy-three inches high, an inch bigger than any others on the Wabash. The boiler is cigar-shaped, with 280 flues, and is fitted with the Barnes nozzle, which increases the power of the engine 25 per cent and reduces the amount of coal used 15 per cent. The engine has the Pyle electric headlight and signal lights and also has several incandescent lamps under the footboard and boiler to aid in examining the machinery without the torch that has always been used. There are many other new features.

The new engine will be used a week on freight, and will then go in the fast passenger run between St. Louis and Tilton, making the 180 miles at a trip, instead of the 110 miles that is considered a run for the locomotives now in use. The Wabash will get about one new locomotive a day until the entire fifty are received.

SANTA FE PURCHASE.

Said to Have Acquired the Kansas Southwestern Line.

Wichita, Kas., Aug. 29.—It is stated here on reliable authority that the Atchison, Topeka and Santa Fe has purchased the Kansas Southwestern Railway, which runs from Arkansas City to Anthony, Kas., a distance of sixty miles. It is said that the Santa Fe desires the line to prevent opposition to its proposed road from Arkansas City in a southeasterly direction to Fort Smith, Ark. The deal is said to have been made at a meeting in President Ripley's office in Chicago. The Kansas Southwestern was built in 1887 and was subsequently operated by the St. Louis and San Francisco. Five years ago the Frisco abandoned the line and it went into the hands of a receiver. It is said that the recent owners of the Southwestern had just completed plans to extend the line in the direction of Fort Smith when the deal with the Santa Fe was consummated.

TWO STATE COMMISSIONS.

Missouri and Kansas Boards to Hear Live Stock Men's Grievances.

REPUBLIC SPECIAL.

Topeka, Kas., Aug. 29.—The State Board of Railroad Commissioners was to-day asked by the members of the Kansas City Live Stock Exchange to co-operate with the Missouri Railway Commission in settling some grievances which the Stock Exchange has against the railroads.

The meeting of the railroad commissioners of the two States with the committee from the Stock Exchange has been arranged for early next week in Kansas City. The commissions will also be requested to require the Stock Yards Company of Kansas City to pay more attention to stock shipments and increase the facilities for the rapid handling of live stock.

GOES TO THE SANTA FE.

R. D. Sterne Appointed Traveling Freight Agent at St. Louis.

R. D. Sterne, chief clerk in the Louisville and Nashville freight offices at East St. Louis has been appointed traveling freight agent of the Santa Fe, with headquarters at St. Louis. The appointment is effective September 1, and Mr. Sterne will report to General Agent A. Andrews.

For a few years Mr. Sterne was connected with the Seaboard Air Line, but nearly all of his railway service has been with the Louisville and Nashville. He is a St. Louisan, an efficient freight man and very popular in mercantile circles. His position with the Sante Fe is a new one, as heretofore there has been no traveling freight agent out of St. Louis.

L. C. Shultz will succeed Mr. Sterne as chief clerk at the East St. Louis offices.

SOUTHERN PACIFIC BOARD.

Meeting Held, but No Action Taken on Mr. Hays's Resignation.

New York, Aug. 29.—The directors of the Southern Pacific Company met to-day, but transacted only routine business. It was stated that no action was taken on the resignation of President Hays.

The Executive Committee of the Union Pacific Railroad Company also held a brief session, at which it was said only routine business was considered.

APPOINTED CHIEF ENGINEER.

W. L. Darling Succeeds E. H. McHenry on Northern Pacific.

St. Paul, Aug. 29.—President C. S. Mellen to-day appointed William L. Darling chief engineer of the Northern Pacific Railway, the appointment becoming effective September 1.

Mr. Darling succeeds Edwin H. McHenry, whose resignation was announced more than a month ago. Mr. Darling has been connected with the Northern Pacific for many years.

St. Louis Railway Club.

The August number of the official proceedings of the St. Louis Railway Club contains an announcement, as follows:

"At the earnest solicitation of several members, who will, of necessity, be absent from the fall meeting of this club, which is to be held on September 13, 1901, the presentation of papers on 'The Railway Problem as Applied to the Forthcoming Louisiana Purchase Exposition, to be held in St. Louis, 1903,' for which, as announced in the vacation numbers of these proceedings, a prize of $50 is offered, will be deferred until the October meeting."

A brief notice is given of the trip tendered the club on August 9 by the Interstate Car Transfer Company, to witness the methods of handling carload business between East Side railroads and those terminating at St. Louis.

"The Handling of Freight Traffic," a paper read at the June meeting of the club by L. C. Fritch, superintendent of the Baltimore and Ohio Southwestern, is printed in full. The balance of the pamphlet is devoted to the usual miscellaneous matter.

An Ill-Advised Circular.

Chairman MacLeod of the Western Passenger Association has issued a circular letter requesting members of the association to threaten the New York, Ontario and Western with a boycott, unless that line routes its immigrant traffic in accordance with the rules of the Western Bureau.

The circular states that a resolution to this effect was brought before the Advisory Committee of the Immigrant Bureau and voted down, and Chairman MacLeod takes this method of putting the resolution into effect.

An association which attempts to control and restrict the traffic of a railroad company smacks very strongly of being an illegal combine, and the impression in local railroad circles is that Chairman MacLeod has exceeded his authority and would do well to withdraw his circular, and let the association which he represents take action in such matters.

Getting Ready for Track Laying.

REPUBLIC SPECIAL.

Decatur, Ill., Aug. 29.—The inventor and owner of a railroad track-laying machine that will be used laying the rails on the new Decatur and Springfield road, now under construction, arrived in Decatur to-day to set up the machine. Several car loads of lumber will be used in erecting the machine and it is now being delivered on the grade west of Decatur. Most of the grading is done. It is expected that track laying will begin the last of next week and that a mile and a half a day will be completed. Fifteen carloads of steel rails arrived to-day and 145 car loads are on the way here.

New Northwestern Articles.

Omaha, Neb., Aug. 29.—New articles of incorporation for the Chicago and Northwestern Railway Company have been filed with the Secretary of State by J. B. Redfield of Chicago, assistant secretary of the road. The filing is preliminary to and anticipates the absorption by the Northwestern of the Sioux City and Pacific road, recently purchased at auction from the Government. The capital stock is $63,000,000 and the filing fee was $6,355.

Northern Pacific Steamships.

New York, Aug. 29.—The Mail and Express to-day says: The Northern Pacific Railroad has decided to build two immense steamships for the Pacific and China trade of about the same size as those now building at New London, Conn., for the Great Northern Railway. They will be of 25,000 tons, or with three times the capacity of an average ocean freighter.

Frisco Mortgage Filed.

Guthrie, Ok., Aug. 29.—The St. Louis and San Francisco Railroad to-day filed with Oklahoma's Secretary its $25,000,000 refunding mortgage given to the Merton Trust Company of New York and William H. Thompson of St. Louis. It is due in 1951 and carries $42,000 internal revenue stamps.

Made Chief Train Dispatcher.

REPUBLIC SPECIAL.

Sedalia, Mo., Aug. 29.—B. G. Miller has been appointed chief train dispatcher of the Sedalia and Kansas City division and branches of the Missouri Pacific, vice T. J. Brown, whose resignation as chief dispatcher becomes effective September 1.

Colorado and Southern Dividend.

REPUBLIC SPECIAL.

New York, Aug. 29.—The directors of the Colorado and Southern Railway Company, at a meeting here to-day, declared a semi-annual dividend of 1½ per cent on the first preferred stock, an increase of ½ per cent over previous declarations.

Personal and Current Notes.

—C. L. Hilleary, assistant general passenger agent of the Big Four, returned yesterday from a trip East.

—W. H. Morton, veteran passenger agent of the Missouri Pacific-Iron Mountain system, has returned from an extended trip East.

—R. D. Yonkum, assistant general freight agent of the Chicago and Alton, returned to headquarters yesterday from a trip Southwest.

—C. H. Rohrer, agent of the Missouri Pacific at Joplin, Mo., was at headquarters here yesterday.

—John Oliver, traveling passenger agent of the Chicago, Milwaukee and St. Paul, was in the city yesterday.

—A committee composed of representatives of the various passenger associations will meet in Chicago on September 3 to discuss the advisability of issuing semi-annual rate sheets.

—W. S. McChesney, vice president and general manager of the St. Louis Terminal Association, has returned from a brief trip North. He says there is no foundation for the rumor connecting his name with the vice presidency of the Louisville and Nashville.

—Circulars have been issued formally announcing the appointment of J. C. Millspaugh as traveling passenger agent at Terre Haute of the Vandalia and of C. M. Wheeler as city passenger agent at Indianapolis.

—The Missouri Pacific-Iron Mountain passenger department has issued a neat eight-page programme of the St. Louis fall festivities. It includes the Exposition, Fair, Veiled Prophet's parade and horse show. Greatly reduced rates will be put into effect for all of these occasions.

—"Crossing the Rockies" is the title of a very artistic booklet issued by the Denver and Rio Grande and Rio Grande Western. It is descriptive of a trip from Denver to Salt Lake City and Ogden, and is profusely illustrated with half-tone cuts.

THIEVES WORK SUCCESSFULLY.

Daylight Burglar Robs George Schumacher—Other Cases.

A daylight burglar invaded the rooming-house at No. 522 Clark avenue yesterday and stole $18.50 and a gold watch from the room of George Schumacher. The thief broke open a back door.

Willie Ryan, a peddler, 17 years old, who lives at No. 2214 Wash street, was arrested yesterday at the instance of Mrs. Emma Jennings of No. 3932 North Broadway, who claimed that he snatched a purse from her while she was purchasing chickens from him at her home. The purse contained $5. After Ryan's arrest is was found beside his wagon. A warrant charging petit larceny has been issued against him.

Captain G. A. Quinlan Dead.

Houston, Tex., Aug. 29.—Captain G. A. Quinlan, vice president and general manager of the Houston and Texas Central Railroad, who has been ill here for the past three months, died at 11:45 to-night. Captain Quinlan was born at Bridgeport, Conn., October 21, 1838, and entered railroad service in August, 1856, as roadman of the engineering corps of the Chicago and Northwestern Railway. He was made vice president and general manager of the Houston and Texas Central April, 1893. He leaves a son and daughter.

The Greatest Bargain Center

IN ST. LOUIS TO-DAY IS AT

OLIVE AND SIXTH STS.

DURING THE GREAT

AUCTION

No conception as to the positive sacrifice fine goods are being sold at can be obtained except by a personal visit. Balance of the

E. Jaccard and Merrick, W. & Phelps

Collection of Fine Diamonds, Watches, Silverware, Cut Glass, Bric-a-Brac, etc., sold to quick bidders at prices far below actual cost or real value.

SALES DAILY, 10:30 A. M. to 5 P. M.

Every article sold is guaranteed by the Mermod & Jaccard Jewelry Co.

TELEGRAPHIC NEWS BRIEFLY TOLD.

MONETT, MO.—Homer Hilly, aged 13 years, while jumping on a moving train here yesterday afternoon, lost his hold and fell under the train, the right leg being cut off above the knee and left leg badly lacerated. The boy is in a critical condition.

JACKSONVILLE, ILL.—The State Mutual Protective League picnic was held yesterday, with 5,000 visitors. Officers of the picnic association were chosen as follows: President, Benjamin Hirshheimer, Pittsfield; vice president, R. P. Boulton, Litchfield; secretary, Miss O. M. Hushing, Litchfield; treasurer, M. R. Bradley, Raymond; railroad secretary, J. H. Burtner, Litchfield. Litchfield was designated as the next place of meeting. Greenville won the band contest.

INDIANAPOLIS—The session of the International Fire Chiefs' Convention yesterday was devoted to the consideration of the reports of officers.

SALEM, Ill.—The Marion County soldiers' and sailors' reunion is being held at Kinmundy, ten miles north of this place, yesterday. Senator William E. Mason is expected to deliver an address to-day.

KIRKSVILLE, Mo.—Albert Buchanan and Ira Evans, boys, were overcome by gas while exploring a deserted coal mine here and asphyxiated. Their bodies were recovered after several hours' search.

BUFFALO—Cuba Day at the Pan-American Exposition was appropriately observed yesterday.

LANSING, Kan.—William Johnson, a four-year convict, committed suicide at the State Penitentiary here yesterday by drinking a large quantity of alcohol. He was sent up from Dodge City and had three years to serve.

COLUMBIA, Mo.—As a result of careless examination of a revolver, Grover Cleveland Rowland, aged 18 years, residing near Woodlandville, Boone County, was wounded, probably fatally.

SEDALIA, Mo.—Tracy Morris, 9 years old, son of Henry G. Morris, was run over Wednesday night by a Missouri, Kansas and Texas train near Clifton City, both of his legs being so badly mangled that amputation was necessary.

SEDALIA, Mo.—Mrs. W. L. Cress was fatally injured in a runaway accident last Wednesday near her home north of Dresden.

DETROIT—The Fraternal Congress yesterday elected the following officers: President, H. A. Warner, Topeka, Kans., representing the Knights and Ladies of Security; vice president, Jos. S. Langfield, Pittsburg, Pa., supreme regent of the Royal Arcanum; secretary, M. W. Sacket, Meadville, Pa., re-elected. Denver was chosen as the next place of meeting.

AFTER MORE WITNESSES.

Appears That Many Navy Officials Are Wanted in the Schley Case.

Washington, Aug. 29.—Ensigns W. P. Cronin, J. Halligan, Jr.; R. N. Marble, Jr., and U. S. Macey, who have been named as witnesses in the coming Schley court of inquiry, have been ordered to proceed to their homes immediately. With the exception of Ensign Macey, who was attached to the Atlanta, these officers are now serving on the Asiatic Station.

Ensign J. T. Bowers on the Ranger and Ensign C. H. Woodward on the Isla de Luzon also have been ordered home immediately, presumably with a view to utilizing them as additional witnesses.

The Judge Advocate of the Schley Court of Inquiry has been trying for some time past to discover the whereabouts of Gustaf E. Cleason, who may be wanted as a witness in the case. Claeson, it is said, was the man at the wheel on board the Texas during the battle of Santiago.

The records show that he named Gertrude Swanson, No. 3, Torggaten, Torlihatten, Sweden, as his next of kin. A cablegram to Sweden, however, failed to elicit any response. Claeson enlisted at Boston, and was discharged from the receiving ship Vermont while at New York, July 18, 1899.

Young Mothers

Stand in special need of help while the baby is being nursed. Dr. Pierce's Favorite Prescription not only strengthens the woman for motherhood and makes the birth hour practically painless, but it increases the nutritive secretions, on which the child is fed. It soothes the nerves, encourages the appetite and rapidly restores the mother to robust health. There is no alcohol in "Favorite Prescription," neither opium, cocaine, nor any other narcotic.

"I wish to let you know the great benefit my wife derived through taking your 'Favorite Prescription,'" writes Mr. Robert Harden, of Brandon, Manitoba, Box 236. "It was a case of childbirth. We had heard so much of it that my wife decided to try it. (I may say my wife is thirty-three and this was her first child.) She commenced to take 'Favorite Prescription' five months before her child was born. We have a fine, healthy girl, and we believe that this was mainly owing to the 'Favorite Prescription' taken faithfully according to directions. We shall certainly recommend it wherever we can."

Dr. Pierce's Pleasant Pellets put the bowels in a healthy condition.