WILL TAKE IT EASY.

CORBETT'S WORK HENCEFORTH WILL NOT BE SO HARD.

WHITE GROWS ENTHUSIASTIC.

SAYS THAT CORBETT'S WORK IS A REVELATION TO HIM.

Fitz Didn't Do a Great Deal of Hard Work, Preferring to Play With His Baby—Arena Is About Ready—Racing and Sporting News.

Carson City, Nev., March 9.—From this time until the day of the fight Jim Corbett will lessen the work he has been going through in preparation for the contest. When he does work it will be as heavy as anything he has gone through up to the present time, but he will take it easy on one day and harder on the day following. He will alternate the work in this manner until he has finished his training. This course has been decided upon by Trainer Charles White, who is a bit fearful that keeping at the work and at one kind of work too steadily will tend to make Corbett tire of work or, rather, tire of the constant repetition of the same work every day.

"The way to train a man for a fight," said White, "is to keep him amused, if possible, and keep him liking the work. Now Corbett is so fond of work that if we did not hold him back at times he would do too much and might make himself stale. Jim is one of those fellows who always goes into things heart and soul, and he puts more nervous energy into his training than any man I have ever known.

"Corbett is the fastest big man on his feet that I ever have seen," continued White. "I have seen Fitzsimmons in all his work and I do not think he is as fast on his feet as Corbett, although Fitz has a side step which is quick as lightning. Anybody who thinks Fitz is not fast on his feet is making a mistake, but, at the same time, he is not as fast as Corbett, and when it is considered that Corbett is in some respects a larger man than Fitz, it can be judged that Jim must be a pretty clever man in order to be faster than Fitz, and that is just what he is. He is faster by a good deal. In fact, he is just enough faster to lick Fitzsimmons good and plenty."

Corbett took to the road this morning for the first time since last Friday and put in two and one-half hours at it. He started out soon after breakfast in the company of Jeffries, going in the direction of Empire. He covered the distance at the rate of four miles an hour and both he and Jeffries estimated they had made at least ten miles when they returned.

Fitz Played With the Baby.

Fitzsimmons put in a light day, in honor of the coming of his wife, and did less work than usual. In fact from this time Fitzsimmons will do much less hard work than he has been doing. His heavy work is over and he will do nothing but enough exercise to keep himself in good condition and keep up his wind. This morning he took to the roads, covering about eight miles, and in the latter part of the morning he sprinted up and down the yard at Cook's ranch. An open space back of the house affords a straight-away of 100 yards for a sprint, and Fitz, getting at one end of this, would go flying down the entire length of the yard and then turn sharply off to one side and go tearing in among the trees at the liveliest kind of a pace. In and out among the trees he would run at top speed, trying to increase his agility by making quick, sharp turns around the tree trunks. At times he would make the turns too abrupt and down he would go on the muddy ground. He kept up this work for the better portion of an hour and it was hard work, too. At its close, however, his wind seemed to be in the best possible condition, and he was not distressed in any manner, although breathing hard.

Mrs. Fitzsimmons took a journey around the ranch this morning to see where her husband had been doing his work, and expressed herself as being greatly pleased with all she saw. She said her husband was certain to win the fight.

"I never saw him look so well," she said, "and I know he will win that fight surely. He looks better to me than when he fought Maher the last time, and I think he could have won over Corbett that time.

"He has a splendid place in which to train, and I think everything arranged in the best possible manner. Oh, Bob will win that fight all right. I know he will and I am never mistaken in such things."

In the afternoon Fitzsimmons did a little work in the yard and then punched the bag for half an hour. He did not spend much time at work, however, and hurried back into the house, where he put in the balance of the day playing with his small boy. Dan Stuart was on the street a couple of hours this morning and declares he is on the mend, although he is still very pale. Stuart has raised quite a beard since he has been confined to the house, and as part of it is a dyed gray, it changes the appearance of the famous manager of prize fights in a great measure.

Arena Is About Finished.

The arena is practically finished, and today men were going through it with pots of black paint, marking out the seats, by which is meant one man will be expected to settle himself on eighteen inches of undressed lumber. If he is very fat he will have to plane himself down or draw himself up a bit, for if eighteen inches will not fit he will be obliged to depend on the charity of his neighbor for more room. The flooring is all in and nothing remains to be put in place with the exception of the press seats. It is believed the entire structure will be finished by the end of this week.

JIMMY WAKELEY SAYS CORBETT

The Noted New York Sporting Man Passed Through Yesterday on His Way to Carson.

Sitting in the lobby of the Midland yesterday afternoon, "Jimmy" Wakeley, who has for ten years conducted one of the best known sporting resorts in New York, talked of the coming fight and discussed the relative merits of the two big fighters. While he is a firm believer in the superior prowess of Corbett and is prepared to give substantial backing to his belief, he does not in any way underestimate the ability and powers of Fitzsimmons. Still he is of the opinion that Corbett will win the decision on clean work and the fight will develop the fact claimed by Corbett's friends that he is the best fighter of the age and has a head superior to that of the Cornishman.

"Corbett has five years the advantage in age, nearly two inches in height, fifteen pounds in weight and is 20 per cent the quicker man in action. That is why I think he will win," said Mr. Wakeley.

"Fitzsimmons has the fancy record of always having a clean knockout when he lands the blow. No man can get one of his swings and stay on his feet, but then Corbett will never allow him to land, barring accidents. The fight will open slow and there will be nothing done the first five rounds. The men will spar and experiment, waiting for an opening. If one is left the fight will end suddenly. If Corbett finds he is not able to handle his man he will keep out of his way and stay in that ring for ten hours if it is necessary, and that is his strong hold. He can stay and keep cool where other men would get mad and act rashly.

"I am going from here directly to the training quarters of Corbett. I was his timekeeper when he fought Jackson. I know what he can do and it's 100 to 80 that he is the winner, although Fitzsimmons is a dangerous man for any one to get in the ring with. I would not be surprised to see the fight last forty or fifty rounds."

SAMMY KELLY BEAT PLIMMER.

It Was a Great Battle, Which Was Only Settled in the Closing Round.

London, March 9.—Sammy Kelly, the 115 pound champion of America, beat Billy Plimmer, of England, in the twenty round bout decided this evening in the Olympic Athletic Club, Birmingham. They met at 115 pounds, weighed in at 3 o'clock, and fought for $1,000 a side and a purse of $3,500.

Plimmer did all the work for fifteen rounds, but Kelly disposed of him by a lucky series of maneuvers in the twentieth. Although Plimmer had not been fighting of late, he was heavily backed by the British talent and entered the ring a decided favorite in the betting.

Kelly was confident at the outset that he would force the Britisher to haul down his colors. Kelly's seconds were Paddy Moren, Larry Burns, of Cowes, and Billy Tucker, of Newark. Dick Burge was the chief adviser of Plimmer.

Greggains and Stelzner Matched.

San Francisco, March 9.—Greggains and Stelzner have been signed by the Pacific Athletic Club for a twenty round bout at the Mechanics' pavilion next month. Agnew and Thompson, the Salt Lake lightweight, will box fifteen rounds as a preliminary.

SAN FRANCISCO WINNERS.

Favorites Were First in Four of the Events and Second Choices in the Other Two.

San Francisco, March 9.—Track sticky; weather fine at Oakland.

First race—Six furlongs. Pecksniff won; Iron Jack, second; Montgomery, third. Time, 1:15¾.

Second race—Four furlongs; 2-year-olds. Morana won; Colonel Dan, second; Espirando, third. Time, 0:53.

Third race—Six furlongs. Colonel Wheeler won; Mrs. Shade, second; Roselle, third. Time, 1:21.

Fourth race—One mile. Aquinas won; Logan, second; Dunboy, third. Time, 1:39.

Fifth race—Seven furlongs. Adam Andrew won; Tulare, second; St. Distaff, third. Time, 1:35¾.

Sixth race—Six furlongs. Mainstay won; Sallie Clicquot, second; Senator Grady, third. Time, 1:19.

Entries for to-morrow:

First race—Five and a half furlongs; selling. Major Fludd, Fortunate, 105; Lena, Flambeau, 100; Seven Up, 102; Little Sister, Latah, Cogent, Defender, Devastation, 105; Ingleside, 102; Fanny S., Redfork, 100.

Second race—Four furlongs; 2-year-olds; allowances. Roxey Murphy, 101; Truth, 103; The Cheat, Hermoso, 111; Little T. G., 103; Sybaras (formerly Thorpe), 106; Extempore, 103; Old Jack, 98; Los Priestos, 103.

Third race—One mile; selling. Applause, 96; Benamela, 103; Lobengula, 104; Kai-Moi, 106; Sir Phillip, 100; Babe Murphy, 99; Walter J., 100; San Marco, 100; Miss Ruth, 99; Nic-Nac, 95.

Fourth race—Seven furlongs; the Piedmont handicap; $1,000 guaranteed. Howard S., 119; Good Times, 118; Lincoln II., 108; Casper, 121; Palomaceta, 100; Candelaria, 115; Aquinas, 118; Yankee Doodle, 103; Tempestuous, 93; Salvation, 123; Hard Tack, 105; Hohenzollern, 106; Instigator, 100; Double Quick, 117; Una Colorado, 95; Hallelujah, 95; Pearil, 100; California, 118.

Fifth race—Five and a half furlongs; selling. Siegfried, 102; Mercutio, 115; Altanera, 100; Rosselle, 107; Lupula, 100; Torpedo, 110; Adam Andrew, 105; Woodland Belle, 105; Rheinal, 100; Queen Nubia, 105; Lady Hurst, 105; Hallelujah, 100; Senator Morgan, 107; Chappie, 105; Ezekiel, 110.

Sixth race—Six furlongs; selling. Woodchopper, 113; Don Pio Pico, 107; Sir Reginald, 110; Candor, 108; Dennis, 110; O'Flota, 110; Fortuna, 108; Jack Richelieu, 113; Ike L., 113; Artist, 113; Edgemont, 107; Midlo, 107; Miss Ross, 105; Hazard, 107; Red Will, 113.

WINNERS AT NEW ORLEANS.

Annie Teuton Was Beaten in a Suspicious Race and The Sculptor Suddenly Came to Life.

New Orleans, La., March 9.—Weather fine; track slow. Summaries:

First race—Selling; seven furlongs. Styx, 94 (Campbell), 6 to 1, won; Annie Teuton, 99 (A. Barrett), 4 to 5, second; Baalgad, 104 (J. Hill), 12 to 1, third. Time, 1:33½. Half Mine, Lady Britannica, Pauline A., Old Dominion and Martin K. also ran. No place odds on Annie Teuton.

Second race—Selling; one and one-sixteenth miles. Elkin, 104 (Scherrer), 11 to 5, won; Seelbach, 109 (Clay), 9 to 1, second; Senator Penrose, 103 (A. Barrett), 2 to 1, third. Time, 1:54½. Moralist, Elyria and Earth also ran. Seelbach, 3 to 1, place.

Third race—Selling; seven furlongs. Little Billy, 93 (T. Burns), 2 to 1, won; R. Q. Ban, 111 (Campbell), 4 to 1, second; Sky Blue, 99 (Dorsey), 3 to 1, third. Time, 1:32¾. Sir John, Proverb, Moloch, Pirate, Montell, Tom Quirk and Pearson also ran. R. Q. Ban, 7 to 5, place.

Fourth race—One mile; selling. Martin, 98 (Clay), 5 to 1, won; Stanza, 99 (Hirsch), 4 to 1, second; Pete Kitchen, 103 (A. Barrett), 7 to 5, third. Time, 1:46¾. Laura Davis, Favorine, Bust Up, Trixie and Reneud also ran. Stanza, even, place.

Fifth race—Six furlongs; selling. Tommie Rutter, 108 (J. Hill), 7 to 10, won; Roslyn, 108 (Dunn), 9 to 2, second; Miss Sturgis, 106 (Walker), 10 to 1, third. Time, 1:19½. Flora Ballard, Sligo, Dr. France and Summer Coon also ran. Roslyn, 8 to 5, place.

Sixth race—Six furlongs; selling. The Sculptor, 105 (J. Gardner), 8 to 5, won; Jake Zimmerman, 108 (Caywood), 4 to 1, second; Miss Rowett, 106 (W. Walker), 8 to 1, third. Time, 1:18. Rouble, Hibernia Queen, Albert S., Little Tom and Hardenburg also ran. Joe Murphy broke down. Jake Zimmerman, 8 to 5, place.

Entries for to-morrow:

First race—Six furlongs. Mamie Callan, Rachael, 90; Lord Fairfax, Inconstancy, Harry Lee, Harry Lee, Harv B., 95; Juanita, Sugar Cane, 97; The Plutocrat, Tunic, 100; Hurns, 105; Helen Wren, Plutus, 109.

Second race—Selling; one mile. Vanessa, 93; Benefit, 95; Kenston, Moralist, 98; Rushfield, 98; Jim Kelly, Gomez, 100; The Delaware, 102; Beware, 103.

Third race—Selling; mile and a quarter. Jack the Jew, 101; Billy McKenzie, Henry Owsley, 102; Paros, 104; Brakeman, 106; Domingo, 108.

Fourth race—Bayonet stakes; half mile. Lillian Russell, 105; Miss Patrick, 110; Georgie C., and Strath Lou, 115 (Bollinger & Young's entry); Sue Sue, 115; Festa, 105, and Belle of Erin, 115 (Morris' entry); Our Lizzie, 115.

Fifth race—Selling; one mile. Laura Cotta, Lizzie Mack, 100; Mrs. Morgan, Folly, 104; Bizarre, 105; Spiritualist, 108; Ixion, 112.

Sixth race—Selling; seven furlongs. Jim Maddox, 88; Eleanor Mc., 91; Martin, Renaud, Alva, F. M. B., Montell, Olly Gamin, Little Tom, Jim Hogg, 98.

BENCH SHOW AT THE ARMORY.

Kennel Club Board of Governors Met Yesterday and Selected That Location.

The bench show of the Kansas City Kennel Club on March 31, April 1, 2, 3, will be held at the Third Regiment Armory, at Twelfth and Troost, this having been decided at a meeting of the board of governors held yesterday morning at Secretary Ashbrook's office. James Cole, who will be superintendent of the benching of the dogs, will have entire supervision of the preparation of the building for the show, and he says it will be in good shape before any of the dogs arrive.

The board of governors wishes it repeated, with emphasis, that entries will close to-morrow (Thursday) evening, and local people who are expecting to show their dogs must enter them at once.

Secretary Ashbrook had an exceedingly busy day yesterday. Entries from Kansas City and from other cities were coming thick and fast, and kept him busy recording and listing them. The outlook now is that the number of entries will exceed 400, among which will be included many famous prize winning dogs from out of town, of which more anon. The local dogs, by their record at St. Louis, have shown that they can hold their own against all comers, and the fact that there will be a good many dogs from other cities entered for this show need not deter local owners from exhibiting. The entries received yesterday were in a large number of classes, the most numerous, being in mastiffs, Italian greyhounds, Newfoundlands and St. Bernards.

The board of governors yesterday decided that the general admission should be put at 25 cents, with a 15-cent rate for children. It was also decided to give special cash prizes to the persons making the largest number of entries. These will amount to not less than $25 for first; $15 for second, and $10 for third.

WESTERN LEAGUE MEETING.

Vanderbeck Found Guilty of Crooked Drafting and Fined—Schedule Coming To-day.

Detroit, March 9.—Among the Western League magnates to-day, the newly proposed rule was circulated requiring that any player drafted from the Western League by the National League must first be offered to the team from which drafted, in case of their return to the Western League. Indianapolis and Detroit declined to sign the rule, which renders it void.

Nothing was accomplished by the league this afternoon. The board of directors, consisting of Messrs. Killilea, of Milwaukee; Comiskey, of St. Paul; Leadley, of Grand Rapids, and Loftus, of Columbus, with President Johnson, held a lengthy secret meeting during the afternoon, at which the cases of the drafting of Nicol and Hahn into the Detroit team were discussed. Nicol played outfield in the Milwaukee club last year. He was drafted by Philadelphia and then turned over to Detroit. The national board ordered Nicol returned to Milwaukee and he is now on Milwaukee's list. President Vanderbeck, of Detroit, says he is making no fight to get Nicol, but the question of whether Vanderbeck should or could be fined or censured in the matter was discussed by the board until late this evening, the directors refusing to give out any conclusions until after reporting to the league.

In the Hahn transaction, Hahn was drafted from the Mobile Southern League team by Vanderbeck, who claims to have had first mortgage on him. Comiskey, of St. Paul, says that in the meantime he had engaged Hahn and that the money for his draft was in President Johnson's hands when Vanderbeck drafted him.

After considerable delay a short session of the league was held this evening and the meeting adjourned until 11 o'clock p. m. The directors resumed their meeting and the schedule committee renewed its efforts for a final agreement on a schedule report.

The magnates met again at 11 o'clock and the board of directors reported their action upon the two questionable drafting cases. In the Nicol matter, the board decided that President Vanderbeck, of Detroit, was guilty of tampering with a player of the Milwaukee club, in violation of the constitution of the league, and declared that Mr. Vanderbeck, in lieu of expulsion from the league, pay a fine of $100 to the league on or before March 15. In the Hahn case, the board found that Vanderbeck had drafted Hahn from Mobile, knowing that he had been practically contracted for by St. Paul, a letter from the president of the Mobile club being produced as an evidence of this. The board decided that Hahn goes to St. Paul. Its decisions are final.

A committee consisting of Saulpaugh, Watkins and Vanderbeck was appointed to revise the rules for the Free Press cup contest, and President Johnson was authorized to purchase balls for the league.

The meeting adjourned to-morrow morning, when the schedule committee will announce its final report.

Western Association Schedule.

Peoria, Ill., March 9.—The schedule committee of the Western Association met here this afternoon and evening and adopted a schedule of 126 games, to be presented to the board of directors to-morrow. They schedule the season to open April 29, with the Eastern clubs in the West, and to close September 22, with Eastern club playing Eastern and Western clubs playing Western.

WATSON OFF IN THE LEAD.

Tournament for the Individual Bowling Championship Started on the Grand Alleys Last Night.

The tournament for the individual bowling championship was inaugurated on the Grand alleys last night. A dozen bowlers entered and it is believed this number will be increased to twenty. It depends on the number of entries how many bowlers will be scheduled for each evening. Last night five of them stated the ball rolling and two made scores which will count in the total, the other three not bowling up to form. "Billy" Watson was in great form and started out with the fine score of 577, while Farley was second, with 525. The scores:

	Strikes.	Spares.	Misses.	Tots.
Watson	14	8	2	577
Farley	11	11	5	525
Stranathan	5	10	6	445
Laidlaw	5	10	11	413
Berkey	6	10	5	404

Missouri Whist Tournament.

At least fifteen whist clubs are expected to meet at Moberly, Mo., on April 2 and 3, to determine the championship of the state. At a meeting held at Keytesville on Monday, arrangements were made for three contests—one for teams of four, one for pairs and all whist players present will be invited to join in a general contest of straight whist. E. T. Miller, of Keytesville, is secretary and will receive all entries. Kansas City will be represented in all of the contests and the members of the local whist club expect to bring back one or more of the trophies.

An effective cure for corns that gives comfort to the feet is HINDERCORNS. 15 cts.

PARKER'S HAIR BALSAM will save your hair.

The Cost of Labor Strikes.

From the Arena.

In the railway strike of 1877 the loss to property and business inflicted by the mob at Pittsburg alone is estimated at $5,000,000, and the county of Allegheny was compelled to pay $2,787,000 of the loss sustained during the Pittsburg riots. The Chicago strike cost the railways $5,358,000, and the employes $1,700,000, a total or $7,058,000, not including the loss to the Pullman company. The national commission says that "beyond these amounts very great losses, widely distributed, were incidentally suffered throughout the country." The California fruit growers, for example, lost $50,000 a day. The total loss which resulted from that one strike, in all probability, exceeded $10,000,000. The telegraph strike of 1883 cost the companies $909,000 and the men $250,000. The railway strike on the Gould system in 1886 cost the strikers $900,000, those thrown out of employment by their action $500,000, and the railroads $3,180,000.

For the strikes that occurred from 1881 to 1886, inclusive, the wage loss by employes is estimated by the United States commissioner of labor at $51,814,000, and the employers' losses are estimated by the same authority at $30,701,000. And the trouble is not growing less as the years go by. From 1741 to 1880, inclusive, there were 1,491 strikes and lockouts; while for the six years ending December 31, 1886, the number of strikes alone was 3,902—forty a year for the first period and over 650 a year for the second. Making all due allowance for fuller reporting of strikes in the later period, the contrast is still a startling one.

Surely it is cheaper as well as more just to settle by court than by strike. At present we pay for the strike first, then we pay for a commission to examine into its causes and results; let us have the inquiry first, and save the expense of the strike.

Cause and Effect.

From the Cleveland Leader.

Jeffries—"Why didn't Maddox go to the inauguration?"

Tomlinson—"Oh, I understand that his wife has already purchased her Easter bonnet."

The Real Value

of a watch depends upon the accuracy of the movement and not upon the price of the case. The *"RIVERSIDE"* and *"ROYAL"* Waltham Watch movements are most accurate time-keepers.

For sale by all retail jewelers.

GRAIN MOVING EAST.

MANIPULATION OF TARIFF RATES IS FREELY CHARGED.

MAY OPEN THE OGDEN GATEWAY

MANAGEMENT OF OREGON SHORT LINE SAID TO FAVOR IT.

C. A. Norton Resigns as Local Freight Agent of the "Katy"—Missouri Pacific Shows a Big Deficit—Other Interesting Railway News.

Manipulation of east bound grain rates was freely reported yesterday. Considerable grain is moving to Chicago, and it is claimed this is impossible at present tariffs and markets, except under manipulation of rates. It is believed a lake and rail rate is being quoted and that the grain is destined beyond Chicago. The season of navigation on the lakes has not yet opened but will do so within a short time. The Rock Island is credited with getting the bulk of the Chicago grain.

Some heavy shipments are also said to be going to St. Louis, and railroad men are unable to explain this except on the theory that rates are being cut. Practically no grain is moving south for export, and yet the tariff rates are more attractive, with the different markets, than the east bound tariffs.

Texas grain rates are being better maintained than for some time past, with the result that all of the lines are getting a share of the business, and smaller dealers are not shut out of the territory by larger competitors who have concessions from central lines.

Rates are said to be stable on everything except grain and poultry, eggs and dairy products.

MOVEMENT FOR JUST RATES.

Commissioner Vanlandingham, of the Transportation Bureau, Sends a Circular to Shippers.

Pursuant to the resolution adopted by the Kansas City transportation bureau that the commissioner investigate the matter of discriminative rates in the west bound tariffs from Chicago and the Mississippi river to Kansas City, Commissioner Vanlandingham has sent a confidential circular to the shippers asking them to furnish him with all data at hand tending to show unjust rates. He also includes rates out of Kansas City into tributary and competitive territory, and makes and asks suggestions. The circular follows:

"At a special meeting of the executive officers of the bureau, held Friday, the 5th inst., I was instructed to investigate and take steps needed to convince the railroads that many of the present rates are unjust. To that end this circular is addressed to you personally, with request that you take time to answer it in detail.

"First—Do you not think it best to handle these matters with the bureau direct, avoiding undue publicity, with view of not advertising to our neighbors our disabilities, or have them know we are trying to remedy them? (St. Louis, Chicago, Omaha, St. Joseph, Memphis and other cities have freight bureaux which are continually on the alert. Our public agitation simply puts all our rivals on the qui vive to prevent our securing removal of these troubles. My greatest difficulty, since I have been in my present position, has been that the majority of our merchants fail to keep me advised of the effect of freight rates upon their business, when they find them injurious. If this circular meets with the usual treatment, less than 50 per cent out of those who receive it will answer it, regardless of the fact that they are contributing to the expense of the bureau and should do all possible to make their investment profitable.

"Second—What rates on inbound business are specially injurious to your business?

"From what territories?

"What do you suggest as a remedy?

"What change in rates, in your judgment, ought to be made?

"Third—What changes in classification east or west of the Mississippi river would benefit you?

"Fourth—What rate on outbound business is specially injurious to your business?

"What market gives you the most trouble to meet this competition? Is trouble caused by too high freight rates from Kansas City as compared with those markets?

"Give me a few interior points where rates from Kansas City, as compared with other markets, are specially injurious.

"Fifth—I, as well as every member of the committee will be under obligations to you for any suggestions you can make as to proper line of action at the present time.

"Sixth—If you will have this office advised from time to time of any difficulties you meet with in matters of freight rates or any other transportation matter that injures your business, you will aid us in making the bureau a more valuable adjunct to the building up of Kansas City."

Average Rates Per Ton Per Mile.

In an article defending railroads from attacks made on them, Hon. Lloyd Bryce, in the March number of the North American Review, presents a table showing reductions in freight rates, according to which in 1865 the rate charged per ton per mile was 3.08 cents, or .41 cents less than the rate charged per ton per mile on first-class freight between Chicago and St. Louis now. He shows the average rate per ton per mile in 1895 was .72 cents and that it was less in 1896. The averages shown in this table are made up from the rates on all classes of freights and commodities and between non-competitive as well as competitive points. A number of railway men were asked yesterday to instance a case where the rate per ton per mile between competitive points was as high as between Chicago and the Mississippi river and the Missouri river, but none of them had the required information at hand.

STOCKHOLDERS AND DIRECTORS

Six Unimportant Meetings Held Yesterday—Three Meetings of Stockholders Called for To-day.

The annual meeting of the stockholders of the Kansas City, Fort Smith & Southern, one of the roads of the Kansas City, Pittsburg & Gulf system, was held at the Missouri Kansas and Texas Trust building yesterday and the following officers of the company elected for the ensuing year: President, J. McD. Trimble; vice president, J. T. Nolthenius; secretary, C. A. Braley; treasurer, F. B. Wilcox.

The Missouri, Kansas and Texas Trust Company directors held a meeting yesterday, which took the form rather of a conference, no legal notice of the meeting having been published. No action of importance was taken.

The annual meetings of directors of the Kansas City Belt, Kansas City, Clinton & Springfield and the Current River railroad, all subordinate lines of the Kansas City, Fort Scott & Memphis system, were held yesterday at the office of President Washburne of the Memphis road for the purpose of approving reports to be submitted to the state railroad and warehouse commissioners. This action is merely a matter of form, required by statute. The annual meetings of the stockholders of these three companies will be held at the Memphis offices to-day.

The annual meeting of the directors of the Kansas City & Atlantic, which was called for yesterday, was adjourned until next Tuesday.

CHARLES A. NORTON RESIGNS.

Position of Local Freight Agent of "Katy" Vacant—S. E. Glenn May Get the Appointment.

Charles A. Norton, local freight agent of the Missouri, Kansas & Texas railway, who had occupied that position ever since the "Katy" commenced running trains into Kansas City, yesterday telegraphed his resignation to the general offices of the company in St. Louis, effective at once, and Traveling Auditor J. B. Farley is in charge of the office. It is understood that a general shake-up is likely to occur in the local freight office here and that at least four heads will drop. Contracting Agent S. E. Glenn, of Assistant General Freight Agent Leland's office, yesterday circulated a petition among the grain men asking that he be appointed to succeed Mr. Norton. The petition was extensively signed. To it was attached a telegram from Mr. Leland, who is at San Antonio, granting his permission for Mr. Glenn's candidacy and suggesting that his application be sent at once to General Freight Agent Drew at St. Louis. It is expected that Chief Clerk Stapleton, of the St. Louis local freight office of the "Katy" will also be a candidate for the position made vacant by Mr. Norton's resignation. He is considered in line for promotion, but the fact that a change in the local agent at St. Louis recently occurred, together with a general shake-up in that office, leads some railroad men to believe that Mr. Stapleton is likely to be retained there, at least for the present.

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Absolutely Pure.

Celebrated for its great leavening strength and healthfulness. Assures the food against alum and all forms of adulteration common to the cheap brands.
ROYAL BAKING POWDER Co., New York

MAY OPEN OGDEN GATEWAY.

Oregon Short Line to Give All Denver Lines a Chance for Northwestern Business.

Salt Lake City, March 9.—(Special.) It is reported that the new management of the Oregon Short Line is favorable to the opening of the Ogden gateway, which was closed several years ago to passenger business of all roads but the Union Pacific, over the Short Line. All Denver roads, except the Union Pacific, will be benefited by the opening of this gateway. They have not in the past been able to handle any passenger business into Idaho and parts of Oregon and Washington via Denver, and have only been able to reach the North Pacific coast by routing over the Central and Southern Pacific, a circuitous and not overly attractive route.

The Union Pacific has demanded the haul from the Missouri river to Ogden on all business it allowed to go over any part of the Oregon Short Line at through rates. A boycott against the Union Pacific was maintained by several of the Denver lines for some time after the closing of the gateway, but the rule continued and the Rock Island, Santa Fe and Missouri Pacific were forced to withdraw their passenger representatives from the North Pacific coast. The Oregon Railway & Navigation Company, the Western connection of the Short Line, has always fought for the opening of the Ogden gateway to all lines.

MISSOURI PACIFIC DEFICIT.

Gross Earnings $1,261,761.60 Less Than Charges Against Them—Old Directory Re-elected.

St. Louis, March 9.—The annual meeting of the stockholders of the Missouri Pacific railroad was held in St. Louis to-day. The report for the year ending December 31, 1896, was submitted. It shows a deficit of $1,261,761.60. The total income of the railroad for the time specified was $6,055,127.82, while the charges against this sum amounted to $7,314,889.42. The gross earnings were $22,011,969.49, while the operating expenses were $16,461,324.76. As compared with the previous year, the accounts showed a net decrease of $671,514.05. The report says the net earnings would have shown an increase but for the substitution of steel bridges for those of other materials, a work which has been extensively carried on during the last year.

At the close of the meeting the old board of directors was re-elected and arrangements were made to extend the St. Louis & Iron Mountain railroad first mortgage bonds, due May 1, 1897, for a period of fifty years. A meeting of the directors, at which officers will be elected, will be held in New York, March 17.

Go Over the Line.

A party of Kansas City, Pittsburg & Gulf officers and directors, consisting of Vice Presidents Stilwell, Taylor and Titsingh, and Directors Black, Granniss, Merwin, Barnes and Baird, accompanied by three engineers of the Holland army, Messrs. De Block, Gevers Deynoot and V. Olden, left on a special train at 10 o'clock last night for a trip over the line of the Pittsburg & Gulf, and will visit Port Arthur before their return.

Flour Rates Authorized.

Chicago, March 9.—The board of managers of the Joint Traffic Association has authorized until June 30 a rate of 51 cents per hundred pounds on flour, cornmeal, etc., in barrels and carload lots from trunk line Western terminals to New Orleans, and 36 cents to Memphis. The rate made on the same commodities in carloads of minimum weight, 30,000 pounds, is 18 cents

Railroad Notes.

W. J. Evans, general agent of the Great Northern at St. Louis, was in Kansas City yesterday.

Effective March 15, the Memphis will meet the new passenger rates of the Pittsburg & Gulf to all competitive points.

The association of superintendents of lines entering Kansas City will hold a meeting at the Coates House to-day.

The General Agents' Association held a meeting in the Thayer building yesterday and transacted only routine business.

Albert E. Hutchinson, stationer of the Union Pacific, has accepted the position of assistant purchasing agent of the Oregon Short Line.

The Middle Tennessee & Alabama has been ordered sold under foreclosure, the upset price being fixed at $100,000, of which $20,000 must be cash.

The Central Freight Association met in Chicago and will continue its sessions today and to-morrow. Little work of any considerable importance is before it.

Net earnings of the Illinois Central road for the month of January amounted to $722,652, against $631,479 for the corresponding month last year, an increase of $91,183.

It is said that all west bound rates from the seaboard will be restored March 18 as a result of a conference between the Northwestern officials and the Joint Traffic Association.

J. L. Daugherty, emigrant agent of the Northern Pacific, was in Kansas City yesterday. Mr. Daugherty was formerly traveling freight and passenger agent of the "Katy" at Des Moines, Ia.

The directors of the Chicago & Northwestern road have declared a quarterly dividend to-day of 1¾ per cent on preferred stock, payable April 6. Books close March 15 and reopen March 20.

The decree of Judge Brewer, abrogating the contract by which the Western Union Telegraph Company has operated the Union Pacific telegraph lines, in effect opens the Union Pacific wires to all competitors.

The new lumber tariff recently agreed to by the Missouri Pacific, Memphis and Pittsburg & Gulf and interested connections, will go into effect March 15. It is now in the hands of the printers and will be issued in a few days.

The Chicago-St. Paul passenger pool is said to be in imminent danger of going to pieces, owing to a failure to agree on any satisfactory method of evening up the percentages of the roads that have fallen behind during the operation of the pool. A passenger rate war between these points is expected.

Psychological Phenomenon.

"It is pleasant," said the girl who reads mystical philosophy, "to have some friend whose ideas are thoroughly in sympathy with yours."

"I—er—I suppose it is," said the young man who reads the sporting page.

"Some one who thinks as you think; whose words are often simply echoes of your own thoughts."

"No," he interrupted in a positive tone. "I draw the line there. I found a friend to-day who answers that description, and it wasn't at all pleasant, I can assure you.

"How dreadful!"

"Nothing strange about it. We met on the avenue and rushed toward each other with a common impulse. We had not finished shaking hands when we looked into each other's eyes and said in perfect unison: 'How are you, old man? Could you lend me $10?'"—Washington Star.

"The Best Pill I ever used" is the frequent remark of purchasers of Carter's Little Liver Pills. When you try them you will say the same.

SPRING STYLES IN

Children's Clothing.

WE invite every mother to come here and inspect the advance styles of Children's Clothing for Spring, 1897, wear. Our second floor is entirely devoted to Boys', Children's and Youths' attire, and will not find its equal anywhere in Kansas City. It is surrounded on two sides with full length plate glass windows, admitting plenty of light and brightness, and you can closely examine every stitch before you buy. Our clerks are politeness itself and will gladly show you what you want, without unduly importuning you to purchase. If you buy and become dissatisfied, your money back. Elegant waiting rooms for garments to be tried on; altogether an ideal show-room.

We have over a thousand different styles of Children's Suits, ranging in price from 98c to $8. It'll always pay you to come here before you make up your mind what to buy. We have just the styles you're looking for, and many others—one more beautiful than the other.

Your especial attention to-day—

The Middy Vestee Suit

Consists of Jacket and Knee Pants, made of substantial all wool Scotch Cassimere, and Corduroy Vest; sprightly and attractive in art, made in a very superior manner, sewed throughout with silk and linen thread, box pleating on sleeves, elastic waistbands, plenty of good pockets; nobby in effect. About 25 different styles.

$2.95

THE MODEL S.E. COR 10TH AND MAIN.

GROWTH OF A RAILROAD KING

THE CASE OF THE BIG MAN OF THE GREAT NORTHERN.

Began in Country Store—Then Became Clerk of a Shipping Company—Rose to Importance in Northwest Traffic.

From the New York Press.

Up in the great Northwest they regard James J. Hill as the greatest railroad man of the day. In St. Paul, as long ago as 1882, the citizens got so enthusiastic over him that the Trade Journal quoted a page or so of Macaulay, diluted with a couple of sticks about Mr. Hill, and proposed to give him a "triumph" after the manner of Rome. Now Mr. Hill would not look well parading through the streets of St. Paul with elephants and tigers in his train, for he is a man getting along in years, and fond of books, paintings and sculpture. When he is not making big railroad deals he is talking literature and art.

The report that Mr. Hill had formed what was practically a consolidation of his road, the Great Northern, with the Northern Pacific, recently, has brought his name again before the public. James J. Hill was born in Canada. As an evidence of the fact that he was not consulted in the matter of his birthplace, it may be stated that he came to the United States as soon as he was 18 years old. He was born in 1838, and in 1856 he came to "the states," and beginning at New England, traveled west in search of fame and fortune. Whittington had his cat, Jay Gould had his patent mouse trap, but it is not recorded that young Hill had any of these stage properties. However, he succeeded, and July of 1856 he settled in St. Paul.

JAMES J. HILL,
President of the Great Northern Railroad.

He had been sent to a "Quaker school" at Rockwood, Canada, when he was 7 years old, and had made good progress, even in the classics, when his father died and he was launched on the world for himself at the age of 15. Like Jay Gould and Governor Morton, his first position was that of a clerk in a country store. When he went to St. Paul, in 1856, he got a job as shipping clerk with the agents of the Dubuque Packet Company. Then he went with other shipping companies, and when the war of the rebellion broke out he and E. K. Shelley raised a company of cavalry and offered its services to the state of Minnesota.

Mr. Hill thought that he had struck his destiny at last, and had visions of being a great cavalry leader. But Minnesota refused to accept the services of the cavalry company, and Captain Shelley took the men over to Iowa, where the company was mustered in as a part of a cavalry regiment of that state. Mr. Hill returned to mercantile work again, all the time keeping up his reading and preserving for the relaxation of his leisure hours the well thumbed Caesar of his school days.

In 1865 Mr. Hill's first commercial success came to him and he was made agent of the Northwestern Packet Company, successor to the Galena Packet Company, in which he had been clerk. From thence on he rose by successive steps to be one of the powerful factors in Northwestern trade. It was in 1873 that he became interested in railroads and in connection with Donald A. Smith and N. W. Kittson, began to acquire the defaulted bonds of the St. Paul & Pacific railway. It was not until 1876 that Mr. Hill and his associates began that active negotiation with the Dutch committee of Holland which resulted in the acquiring of the control of two detached lines of railroad which were merged into the St. Paul, Minneapolis & Manitoba Company. Mr. Hill now sold out his other interests, and by building connecting links, created the Great Northern railroad, extending from the Great Lakes to the Pacific.

On the lakes he created a great fleet of steamers to run in