ANTI-POOL ROOM BILL

EFFORTS BEING MADE TO HAVE THE GOVERNOR VETO IT.

ROOM MEN FIGHTING HARD.

IF THE BILL BECOMES A LAW THEY WILL GO INTO COURT.

They Believe They Can Beat It on the Old Plea of Class Legislation—Racing, Bicycle and General Sporting News.

Although the breeders' bill, which is the anti-pool room measure, has been passed by both houses of the Missouri legislature and awaits only the signature of Governor Stephens to become a law, the end is not yet by any means. The pool room men are going to die hard, and they are bringing a great pressure to bear on Governor Stephens to induce him to veto the bill, using the argument that while it will kill the pool rooms, it will still license the betting form of gambling on the track of the St. Louis Fair Grounds Association, and that he can not afford to sign a bill licensing gambling in any form.

If, in spite of their efforts, Governor Stephens signs the bill or allows it to become a law without his signature, the pool room men will at once carry the matter into the courts and test the constitutionality of the law. They will set up that as the bill proposes to license betting on the St. Louis fair grounds track, while prohibiting it elsewhere, it is strictly class legislation. The former anti-pool room bill was knocked out by the supreme court on precisely this issue, and as there is very little difference between the old and new laws the pool room men are confident they can beat it in the supreme court. At all events they are going to make a vigorous effort.

This is the feeling in Kansas City, and the following dispatch, sent out last night from St. Louis, indicates that the same state of affairs exists there:

St. Louis, Mo., March 26.—The bookmakers and gamblers are making a bitter fight to have the "Breeders' bill," as it is called, vetoed by Governor Stephens. The bill provides that no track shall have races for more than ninety days during the year. It prohibits night racing and so defines legitimate tracks as to bar out the merry-go-rounds entirely.

The only track in the state at present that conforms with the regulation is the fair grounds track, so that the bill practically limits the gambling to ninety days at the fair grounds.

President L. M. Rumsey, of the Fair Association, when seen in regard to the breeders' bill now in the hands of the governor, said: "If the governor signs the bill it will wipe out all these miscellaneous gambling houses about the city. If the governor does not sign it it will simply wipe out the fair grounds."

NEW INDOOR MILE RECORD.

Becker, of Minneapolis, Won a Hot Race at Frisco From a Crack Field.

San Francisco, March 26.—The indoor cycle races last night were the best of the indoor season, and the cutting out of the amateur races proved to be a good move. The programme consisted of a quarter-mile dash for professionals, a one-mile open for professionals and a five-mile cup race for amateurs.

The quarter-mile race proved to be a good feature, as the time made was good, and the finishes were of the hair-raising order. The final had four starters—Allen, Jones, W. E. Becker of Minneapolis, Hardy Downing of San Jose and Orlando Stevens of Ottumwa. The race was won by Jones, who thus scored his first win during the meet. Downing finished second, and Becker was third, shutting Stevens out just before the tape.

The one mile race was the event of the evening, and it resulted in the breaking of the world's indoor record, the race being run remarkably fast in 2:05. The starters in the final were Becker, Eaton of Chicago, W. A. Terrill and Orlando Stevens. Two pacing men mounted on singles were put in to set the pace for the field. They were Morris, of Texas, and Sullivan, of Oregon. Morris took the first three laps with the men riding like demons to keep up with him.

Sullivan made a beautiful pick-up and took the men along at even a better gait than Morris. On the sixth lap the pacemakers were ordered out and the men were left to fight it out alone. Stevens made the pace for the next lap and looked a sure winner, but Becker's wonderful sprint soon asserted itself and a grand race for the tape ensued, with Bob Terrill making every effort to pass his apponent, who picked up speed a little, and they had it nip and tuck down the home stretch, Becker winning out by inches only, and Terrill finishing only a few inches behind for the third place.

The "Indoor King" was outdistanced in the sprint. The time, 2:05, is a world's record, and the spectators went wild over this remarkable exhibition of riding.

CYCLE SHOW'S SECOND NIGHT.

Club House of the Kansas City Cyclists Was Thronged With Visitors.

The second and last night of the local cycle show at the club house of the Kansas City Cyclists drew an even larger crowd than did the opening night, and as a whole the show must be voted a pronounced success.

There was a constant stream of visitors pouring through the club house for more than two hours last night, and the only thing to be regretted in connection with the show is that the space devoted to it was not larger so that the wheel lovers could have examined the beautiful specimens on exhibition at their leisure without being hurried or crowded. As it was, all made the best of the circumstances, and though there was a great crush, and some people naturally got their toes stepped on, everybody was good natured about it. The people wanted to see the new wheels, and were willing to undergo a little discomfort to get the opportunity.

This little show has fully demonstrated that Kansas City ought to have a big exhibition of wheels every spring.

DENCH IS STILL THE LEADER.

Long Distance Indoor Records Will All Be Broken in the Detroit Race.

Detroit, Mich., March 26.—Before tonight's riding began in the thirty-six hour bicycle race Waller declared that if Gardner came on he (Waller) would quit the track. Later Gardner appeared and did his usual spurting, but Waller kept on, his protests being unnoticed. Gimm was obliged to rest at times, his arm being in bad shape, the result of a fall received last week. Dench still leads, having gained two more laps on Waller. The leaders continue to out-distance all indoor records for long distance riding. They will wind up with an eight and one-half hours' go tomorrow evening. Score at 9 o'clock:

Dench, 567 miles 7 laps; Waller, 567 miles 2 laps; Miller, 566 miles 10 laps; Gimm, 559 miles 9 laps; Gardner, 290 miles 8 laps.

"Riverside" and "Royal" watch movements, made by the American Waltham Watch Company, can be bought of all retail jewelers, in cases of any price desired and in various sizes for both ladies and gentlemen.

Awarded Highest Honors—World's Fair, Gold Medal, Midwinter Fair.

DR. PRICE'S CREAM BAKING POWDER

A Pure Grape Cream of Tartar Powder. 40 YEARS THE STANDARD.

FIRST GAME OF THE YEAR.

KANSAS CITY BLUES AND ST. JOSEPH COLTS TO CROSS BATS.

Fans Will Be Given an Opportunity to Size Up the New Players on the Home Team—Same Clubs Will Play on Sunday.

The Kansas City Blues and the St. Joseph Colts will meet on the Exposition park diamond this afternoon at 3 o'clock, and the fans who have been speculating on the team that is to contest for the pennant will be given an opportunity to see the new men in their various positions. Jack Menefee and Blanford will be the only members of last season's Blues in the game, that is, representing the Blues; among the Colts will be Klusman, Viox and McVicker, of the 1896 team.

The boys have been practicing daily for some time and are in fine trim to put up a splendid ante-season game. The presence of Klusman, McVicker and Viox among the Colts will tend to increase the interest in the St. Joseph team. In order to avoid strained muscles, Newall, Coleman, Risley and Johnson will alternate in the box for the Blues, while Colburn, Pardee and Meredith will do the pitching for the Colts. The teams will line up as follows:

Kansas City.	Position.	St. Joseph.
Carney	First base	Klusman
Truby	Second base	Viox
Reilley	Third base	Sawyer
Connaughton	Shortstop	Oswald
Menefee	Center field	Gimblin
McFarland	Right field	Donavan
Bannon	Left field	McVicker
Blanford	Catcher	Wood
		Warner
Coleman	Pitcher	Colburn
Johnson		Pardee
Risley		Meredith
Newall		

Baseball Notes.

Game will be called at 3 o'clock to-morrow.

His throwing arm is giving Big Bill Schriver some trouble this season.

Munch is with the Minneapolis club this year. Nobody has discovered where he was last year.

Pitcher Abbey is a school teacher. He will not arrive in Kansas City until two weeks before the season opens.

"The team that beats Indianapolis out will win the pennant," said a number of the Blues yesterday.

If the representative from Howell county is in the city, Manager Manning should send him a free ticket to to-morrow's game.

Chicago will soon be here for two weeks. "Cap." Anson and his frolicsome Colts will receive a cordial welcome from Kansas City fans.

Detroit has a player by the sepulchral name of Deady. Around the circuit, the entire team is considered a dead one, so far as first, second or third place chances are concerned.

William Kimlock, of Denver, and Pitcher Meredith, of Webb City, new members of the St. Joseph Colts, arrived in the city yesterday and joined the baseball colony at Exposition park.

"Rowdy" Nyce should feel at home with the scrappy lot of St. Paul ball tossers. Nyce was very unpopular with St. Paul fans last season, but now that he belongs to the team the prejudice may be overcome.

Manager Manning said the other day: "Don't put the Blues down as a pennant winner; they are a first division team." Just the same, the fans believe the team is the strongest this season in the history of the league.

Amateur Baseball Notes.

Umpires and scorers are requested to send their names to the managers of the City league.

The Schmelzers, members of the City league, will go to Fort Leavenworth Sunday to meet the Hawkins nine, of Leavenworth.

The strongest amateur baseball organization in the history of the sport in Kansas City will probably be the City league, which will have an eight club membership. Seven clubs have been taken into the league, and there are a number of applications for the eighth place, but care is being taken in filling it in order to get a strong team. The City league season will open April 15. The managers are preparing to issue a souvenir book, giving the schedule of the Blues and the City league. President Nick Young, of the National league, has given permission to publish the rules in this book. About 4,000 of these books are to be distributed free throughout Missouri, Kansas and Iowa.

MANIFESTO WON A RICH RACE.

Captured the Liverpool Grand National, the Big Steeplechase of the Year.

Liverpool, March 26.—The Grand National steeplechase, the great steeplechase of the year, was run at Aintree, near here, today, and was won by Mr. H. M. Dias' bay gelding Manifesto, after an exciting race. Filbert was second and Ford of Fyne was third.

The conditions were as follows: The Grand National steeplechase of £2,000, inclusive of a trophy of the value of £100, the second horse to receive £200 and the third £200 from the stakes; a handicap for 4-year-olds and upwards; Grand National course; distance about four miles and 856 yards. There were twenty-nine starters.

The result in detail follows:

Mr. H. M. Dias' b. g. Manifesto, aged, by Man-of-War, out of Vae Victis, 153 pounds (Captain Kavanagh), won.

Mr. C. R. Powelles' b. m. Filbert, aged, by Regent, dam by Double X, 133 pounds (Mr. C. Beatty), second.

Major Orr Ewings' br. g., Ford of Fyne, 6 years old, by Study, out of Hard Times, 147 pounds (Mr. Wilhington) third.

The betting at the start was 6 to 1 against Manifesto, 100 to 1 against Filbert and 25 to 1 against Ford of Fyne.

Tymon made the running until two fences from home, when he collapsed and Manifesto went to the front, with Cathal, but the latter fell at the last fence.

On reaching Valentine's cross, Barcalwhey challenged Tymon and the pace became very hot. Manifesto, in last place, was running prudently and Wild Man From Borneo was dropping away, with Nellie Gray and Cathal second and third. Gold Fish fell at the next fence, which Tymon cleared with a lead of ten lengths from Wild Man of Borneo, who was nearly last, and went to his knees after clearing the ditch, pulling up.

Manifesto, ridden by Captain Kavanagh, was then running capitally and took third place. Ford of Fyne, who had been lying off began drawing up. At the second fence in the second round Daimio was in difficulty and stopped. Barcalwhey fell at the next fence. Tymon, Cathal and Manifesto were the making a close race, with Filbert seventh. Manifesto overhauled Tymon before jumping Valentine's brook, but Tymon, Filbert and Prince Albert headed Manifesto on reaching the racecourse, where Cathal was beaten.

Two fences from the post Tymon fell and Manifesto took the lead to the finish, with a commanding lead over Filbert, who was gaining, winning in a canter by thirty lengths.

In the last half mile Ford of Fyne came along with a rattle, but failed to reach Filbert. There was a head between the second and third horses, Filbert and Ford of Fyne. Prince Albert was fourth. The weather was good and large crowds assembled at Aintree to see the race.

The starters included Cathal, ridden by his owner, the Hon. Ward; Wild Man From Borneo, ridden by J. Widger; The Soarer, last year's winner, again ridden by D. G. Campbell, of the Ninth Lancers, who came especially from India for this purpose, and Gauntlet, ridden by Captain Hope Johnstone. Most of the other horses were ridden by professionals.

The Grand National has always been the great steeplechase of the year. Speculation is always heavy, and this was no exception to the rule. A lot of money was lost this year because several animals that were heavily backed broke down or were scratched. Wild Man from Borneo won two years ago, and was thought likely to win again. Norton and Cathal were well liked by good judges. The Soarer won last year, and had a good following up to the Catwick races, when he was soundly beaten. Bevit was well backed, and then broke down. Last year Rory O'Moore was favorite, with Ardeecan and Waterford second choices, and all finished in the ruck. The Soarer won, with Father Flynn second, both at 40 to 1. The victory of Wild Man from Borneo in 1895 was a great surprise, too.

SAN FRANCISCO WINNERS.

Mainstay, at Odds of 40 to 1, Beat a Field of Fast Sprinters.

San Francisco, March 26.—Weather at Ingleside fine; track good. Summaries:

First race—Four furlongs. Morellito won; Barney Schreiber, second; Michael, third. Time, 0:50.

Second race—Mile and an eighth: Veragua won; Peter II., second; Devault, third. Time, 1:57½.

Third race—Six furlongs. Manchester won; Candor, second; Perhaps, third. Time, 1:16½.

Fourth race—Six furlongs. Montgomery won; Amelia Fonso, second; Lizzie H., third. Time, 1:15½.

Fifth race—One mile. The Roman won; Lincoln II., second; Doyle, third. Time, 1:42¼.

Sixth race—Six furlongs. Mainstay won; Sallie Cliquot, second; Caliente, third. Time, 1:14½.

Entries for to-morrow:

First race—Selling; one mile. Mamie Scott, 109; Hot Spur, 114; Pollock, 107; Adolph Spreckels, 112; Elmer F., 111; Addie Buchanan, 111; Mavero, 107; Meadow Lark, 111; Baron, 111; Hazard, 107; Marjorie, 107; Morte Fonse, 114; Leonville, 111; McLight, 114; Road Runner, 114.

Second race—Selling; six furlongs. Sir Richard, 109; Perhaps, 98; Heartsease, 101; Chapple, 90; Le Flecha, 96; Reel, 85; Peril, 99; Soniro, 92.

Thihrd race—Selling; six furlongs. Amelia Fonso, 96; Adam Andrew, 95; Nebula, 95; Midlo, 103; Applause, 109; Yemen, 111; Etta H., 101; Caesarion, 109; Thelma, 99.

Fourth race—The Ullman stake; 2-year-olds; value, $1,400; four and a half furlongs. Outlay, 108; Recreation, 103; Sir William, 102; The Cheat, 102; San Carlos, 102; Imperious, 102; Aluminum, 98.

Fifth race—One and one-half miles; hurdle handicap. Tuxedo, 145; J. O. C., 140; Arundel, 134; Rob Roy, 125; Silverado, 125; Herman, 125; Antenial, 125; Brilliant, 125.

Sixth race—Seven furlongs; purse. Altivo, 97; Taranto, 108; Vincitor, 108; George Palmer, 112; Personne, 115; Elsee Smith, 97; Don Clarencio, 108; Satyr, 108.

Seventh race—One mile; gentlemen jockeys. Flashlight, 141; Yankee Doodle, 146; Atticus, 123; Pecksniff, 125; Bonnie Doubt, 125; Daylight, 130; Logan, 137.

WINNERS AT NEW ORLEANS.

Four Finished Right Together in the Second, Seelbach and Belle of Kellarney Winning a Dead Heat.

New Orleans, March 26.—Weather fine; track good. Summaries:

First race—Selling; six furlongs. Longbrook, 94 (Clay), 5 to 1, won; Nover, 91 (Dorsey), 4 to 1, second; Waterman, 94 (T. Burns), 5 to 1, third. Time, 1:15¾. Aureola, Jim Maddox, Ben Waddell, Wild Tartar, Gladiola, Little Tom, Fiction and Flora Ballard also ran. Nover, 8 to 5, place.

Second race—Handicap; one mile. Seelbach, 96 (Clay), 5 to 1, and Belle of Killarney, 100 (Hirsch), 5 to 1, ran a dead heat; Ivory, 90 (Songer), 8 to 1, third. Time, 1:42½. Elkin, Princess Bonnie, Hurns and Senator Penrose also ran. Seelbach, 8 to 5, and Belle of Killarney, 2 to 1, place. Money divided.

Third race—Selling; mile and a sixteenth. Jim Hogg, 100 (Scherrer), 4 to 1, won; Paros, 111 (Caywood), 4 to 5, second; Prytania, 94 (W. Dean), 50 to 1, third. Time, 1:50¾. Mrs. Bradshaw, Davezac, Mermaid and Terra Archer also ran. No place betting on Paros.

Fourth race—Handicap; six furlongs. Sim W., 105 (Caywood), 5 to 2, won; R. Q. Ban, 98 (Campbell), 7 to 2, second; Ettarre, 94 (A. Barrett), 20 to 1, third. Time, 1:14¾. Lord Fairfax, Helen Wren, Rouble, Stockholm, Broadhead, Lillian E. and Aim also ran. R. Q. Ban, 4 to 5, place.

Fifth race—Selling; seven furlongs. J. M. B., 91 (T. Burns), 9 to 5, won; Stella B., 88 (Songer), 5 to 1, second; Mat Boykin, 89 (Coley), 7 to 2, third. Time, 1:30½. Kenston, Rolandis, Barney Adler and Jim Kelly also ran. Stella B., 7 to 5, place.

Sixth race—Selling; six furlongs. Carrie Lyle, 103 (Scherrer), even, won; Julia D'Or, 94 (W. Dean), 25 to 1, second; Florence Coville, 100 (T. Burns), 8 to 1, third. Time, 1:16¼. Gracie C., K. C., Oily Gamin, Favorina, Mike Kelly, Birdcatcher, Maggie Harris, Sagwa and Ludwig also ran. Julia D'Or, 8 to 1, place.

Brooklyn Lacrosse Team Won.

London, March 26.—The lacrosse team of the Crescent Athletic Club, of Brooklyn, New York, defeated the Essex Club to-day by a score of 7 to 1. A feature of the game was Garvin's coaching of the men, which caused much amusement.

RETURNING POSTAL CLERKS.

Two Hundred Railway Mail Service Men Pass Through From Their National Convention.

A special train of seven Pullmans, carrying 300 people who hay been attending the national convention of railway postal clerks at San Francisco, reached the city at 8:20 last evening from the West on the Santa Fe. After a stop of an hour, during which the travelers were allowed to get their dinner at the Union depot diningroom, the train left for Chicago over the Burlington. The train was in charge of L. L. Post, superintendent of mails at Chicago, and carried about 200 clerks who work in the territory east and south of Chicago. They met at that place and made the round trip in the special for convenience and company. Many of the clerks had their wives along, and the trip, they said, had been a very pleasant one. At this point several of the clerks left the party, taking short rides to their homes, but the larger number continued on to Chicago, where the special will be abandoned.

CASHIER BEEKMAN TO RETIRE.

Will Be Succeeded by J. R. Dominick as Cashier of the American National Bank.

T. H. Beekman, who has been cashier of the American National bank for several years, will retire from that position on April 1, and will be succeeded by J. R. Dominick, who has long been connected with the bank, and for several years assistant cashier. The position of assistant cashier will be filled by the election of A. C. Sweet. The changes were decided on a week ago, but have not yet been officially announced, although officers of the bank last evening admitted the changes would be made, and the announcement would be given to the public in a few days. It is understood that Mr. Beekman will devote his attention to other lines of business in the city after leaving the bank.

TO ENTERTAIN VISITORS.

Commercial Club Committee on Entertainment Meets and Appoints Sub-Committees.

The entertainment committee of the Commercial Club held a meeting yesterday afternoon to arrange for the entertainment of the delegates to the South and West grain and trade congress, which convenes in Kansas City in May, and of the Iowa editors, who will visit the city May 8. The following sub-committees were appointed: On entertainment of the grain and trade congress—L. B. Cross, chairman; John A. Brown and H. F. Lang. Entertainment of the Iowa editors—A. B. Bridges, chairman; Frank S. Groves and H. C. Garner. The general committee will meet April 9 to receive reports from these sub-committees.

Deaths and Funerals.

John Ingram, aged 27 years, died yesterday morning at St. Margaret's hospital of pericarditis. The funeral services were held from Stine's undertaking rooms yesterday afternoon, Rev. Dr. Hopkins officiating. Burial was in Elmwood cemetery.

Mrs. Nellie O'Rourke, wife of James F. O'Rourke, died last night at the family home, 1218 Indiana avenue, after several weeks' illness. The funeral arrangements will be announced later.

ATTORNEYS CONSULT

WITH FEW EXCEPTIONS AGREE ASSOCIATIONS ARE ILLEGAL.

TWO MORE ROADS WITHDRAW.

ROCK ISLAND AND SIOUX CITY & NORTHERN ARE OUT.

Records in Joint Traffic Case to Go Up Monday—Ex-Senator Edmunds Thinks That Association Is Legal—Other Railroad News.

Chicago, March 26.—This afternoon, at the office of George R. Peck, general counsel of the Chicago, Milwaukee & St. Paul, a meeting of the leading roads in the Western Freight Association was held for the purpose of discussing the recent decision of the supreme court, and its probable effect on the associations under which the Western roads have been working. B. F. Ayer, the general counsel of the Illinois Central, was chosen chairman of the meeting. The conference lasted the entire afternoon, and terminated in nothing as far as action is concerned. No formal decision was reached by the meeting and no announcement was made. The meeting was more for the exchange of views than for any other purpose.

It was agreed, however, with few dissenting voices, that the decision would have the effect of doing away with the Western Freight Association as it is at present organized. The form of the agreement of this association is such as to bring it directly in conflict with the supreme court decision, and the combined opinion of the attorneys present was that it cannot continue. The Western Passenger Association agreement was not taken up, but the decision made regarding the freight association is sufficiently sweeping to include the passenger association. Both are organized on practically the same lines, and if one of them is in the line of the decision, the other must necessarily be so. It is likely that formal action will be taken in a few days, putting the Western Freight Association out of existence in the official sense. In a practical sense it is dead already.

There is no question but what both the passenger and freight associations will be in operation within a short time, but in a form different from that in which they have been working up to the present time. Opinions were divided at the meeting today as to whether it was most desirable to endeavor to bring about such legislation as will allow the roads to form associations similar to the Western Passenger and freight associations, or to continue the association work in such a manner as to avoid all conflict with the decision of the supreme court. The general majority of those present favored the former plan, but it did not get beyond a mere discussion.

Two more roads withdrew from the Western Freight Association to-day, the Rock Island and the Sioux City & Northern. The rooms of the association were practically closed all day, and no effort was made to do anything beyond the merest routine.

EX-SENATOR EDMUNDS.

Distinguished Authority Believes the Joint Traffic Association Is Not Illegal.

Chicago, March 26.—Judge James A. Logan, general solicitor of the Pennsylvania road, said to-day that the Joint Traffic Association was not necessarily determined to be illegal by the recent decision of the supreme court. "Senator George F. Edmunds," said Judge Logan, "who has been the counsel for the interstate commerce commission in most of its important cases, and therefore especially well posted, has examined the contract of the Joint Traffic Association, and pronounced it lawful, although he does regard the trust act as applying to railroads.

"I don't by any means think that the decision of the supreme court in the Trans-Missouri case necessarily governs the Joint Traffic Association, and I have read Judge Peckham's opinion in full. Only three things were decided in that opinion of material moment. First, that the ending by agreement of the parties of the contract against which the suit was brought did not end the right of the court to inquire into its validity. It is manifest that this has nothing to do with the Joint Traffic agreement. Second, that the Sherman trust act applies to railroads. This is an interesting deliverance, but as to the Joint Traffic case is academic.

"The joint traffic agreement was entered into by some of the leading lines with the belief that the trust act did apply to railroads, and that within that act the agreement was lawful. The third point decided was that the trans-Missouri agreement did violate the trust act apparently because the association, rather than each company composing it, was given the power to adopt rates. The joint traffic agreement gives no power to the association to adopt rates except subordinate to the continuing power of the boards of the several companies."

RAILWAY LABOR UNIONS.

Attorney Whitridge Questions if They Are Legal Under the Decision of the Supreme Court.

New York, March 26.—The far reaching effect of the United States supreme court's decision in the Trans-Missouri Freight Association case is beginning to dawn upon persons interested in pools and combinations of various sorts. The view grows general the supreme court has struck a vital blow at every form of trust and combination under the terms of the Sherman anti-trust law, which is sustained by the decision. They say the combination among the anthracite coal producing and carrying companies, commonly called the coal trust, is illegal. It is claimed that freights on hard coal are the highest on any commodity in the country. This toll is fixed by the combination.

Another big combine which, it is claimed, runs counter to this decision of the supreme court, is the pooling arrangement between the General Electric and the Westinghouse Electric Companies.

Frederick W. Whitridge, counsel for the reorganization committee of the Reading railroad, speaking of the supreme court decision, said: "If it is a penal offense under the Sherman anti-trust law for railroads to pool traffic, how about the labor organizations—the Knights of Labor, the American Railroad Union, the Brotherhood of Locomotive Engineers and Brotherhood of Locomotive Firemen, and the other railroad labor organizations?"

BROOKS SUPREMELY SATISFIED

Helped to Form Joint Traffic Pool and Thinks Recent Decision Does Not Affect It.

Pittsburg, Pa., March 26.—Second Vice President J. T. Brooks, of the Pennsylvania lines west of Pittsburg, does not agree with Chairman W. R. Morrison, of the interstate commerce commission, who says the decision in the Trans-Missouri Freight Association case applies as well to the Joint Traffic and to the Southern Railway and Steamship Associations.

Mr. Brooks said: "That is an erroneous impression that the traffic association is framed on the same basis as the defunct Trans-Missouri Freight Association, against the legality of which Judge Peckham's decision was made. I had considerable to do with the framing of the Joint Traffic Association, and am thoroughly acquainted with its formation. The association was formed to co-operate with the interstate commerce commission, not to be antagonistic to it, and I am thoroughly satisfied as to its legality."

STALEY HAS A PLAN.

Would Have Organized a National Railway Company to Absorb All the American Lines.

St. Joseph, Mo., March 26.—(Special.) W. C. Staley, commercial agent of the Chicago, Rock Island & Pacific, has a novel scheme for overcoming the difficulty caused by the disbanding of all traffic associations. It is, in brief, as follows: All railroads should combine in organizing what may be called the National Railway Company, making a single corporation, similar to the Standard Oil Company. Each road shall exchange its stock for stock in the National Railway Company. They could do business as one line. Competition would be eliminated. Rates could be kept up. Many roads would be abandoned as through freight carriers and only used locally. Forces could be cut down. The effect would be, in a measure, that of government ownership of railroads.

Cures Tell the Story

Testimonials for Hood's Sarsaparilla Prove Positive Merit and Convince the People

That is Why Hood's Sarsaparilla is the Leading Medicine, in Fact, the One True Blood Purifier

In reading the testimonials for Hood's Sarsaparilla, you do not have to wade through a column of words to get a line of facts. They tell in simple, convincing language what Hood's Sarsaparilla has done. Read the brief letters below, and then if you need a good Spring Medicine, blood purifier, appetizer, nerve builder or stomach tonic, remember Hood's Sarsaparilla is the medicine for you.

Scrofula.

"After suffering from a sore leg for 25 years, four bottles of Hood's Sarsaparilla have made a complete cure. My leg would inflame as soon as dog days would come, and continue to be sore until spring. Then the sores would heal a little and break out again. I tried doctors and every remedy that I could hear of, but all failed until I heard of Hood's Sarsaparilla. One bottle helped me so much that I took four bottles and am perfectly cured. I recommend it highly as a blood medicine." MRS. M. J. HARTLEY, Lovett, Ga.

"Hood's Sarsaparilla cured me of scrofula eruptions on my head and back." J. T. PHILLIPS, Cleveland, O.

Salt Rheum.

"My wife and myself have been wonderfully benefited by Hood's Sarsaparilla. She was afflicted with salt rheum on one of her limbs for five or six years. It itched intensely and the skin scaled off. Last spring she began taking Hood's Sarsaparilla and when she had taken six bottles the humor was much better; in a short time it entirely disappeared. I have used Hood's Sarsaparilla for rheumatism in my shoulder, which was so severe that I could not sleep at night. I took several bottles and found myself entirely cured of the rheumatism. Hood's Sarsaparilla has certainly proved itself a grand medicine in our family." JAMES BARDEN, Rochester, Indiana.

Dyspepsia.

"For three months I have taken Hood's Sarsaparilla for dyspepsia and neuralgia, and as a result I am enjoying a good appetite; no distress after eating and am free from neuralgia. I have taken no other remedy, nor varied diet or habits during the past three months, and have gained three pounds. So that I know Hood's Sarsaparilla has benefited and given better results for the amount of cost than any other remedy I have ever taken. I consider that I can do no greater kindness to a friend than to offer Hood's Sarsaparilla as a positive relief for dyspepsia." W. B. BALDWIN, 164 Oak Street, Binghamton, N. Y.

Sour Stomach.

"I have been troubled with dyspepsia and sour stomach for a long time. I have taken one bottle of Hood's Sarsaparilla and have been so much benefited I believe that I shall soon be as well as ever. I have also used Hood's Pills and find them mild and effective." LAURA P. BOLLER, Boonville, Missouri.

Headache and Backache.

"I was troubled with sick headache, loss of appetite, nervousness, biliousness and a stomach trouble. I have taken four bottles of Hood's Sarsaparilla and it has given me great relief. It has done wonderful things in my case." MISS NORA COMER, Perry, Illinois.

Nervousness.

"Because of great suffering from stomach trouble I became nervous, but without energy. Had such pains in my stomach and bowels I could not work nor even stand. My life seemed gloomy and hopeless. My husband advised me to take Hood's Sarsaparilla, as he found it the best medicine he ever used. The first bottle did me a great deal of good. I continued with it regularly and have now regained natural weight, nerve strength, and am doing nearly all my housework. I gladly recommend Hood's Sarsaparilla to everyone I hear complaining of not feeling well." MRS. RINDA CROCKER, Gladstone, Ala.

In Advanced Years.

"Since my former communication, in which I reported the benefit which my wife had derived for liver and stomach troubles from Hood's Sarsaparilla, we have both derived great benefit by taking this medicine. We are old people and we need frequent help to oil up the old machinery and keep it in running order. If we go away from home on a visit, a bottle of Hood's Pills is always with us. We do not think of being without Hood's Sarsaparilla and Hood's Pills. We are in much better health since we began the use of these medicines." HIRAM HERVEY, Blissfield, Mich.

N. B. If you decide to take Hood's Sarsaparilla do not be induced to buy any other.

Hood's Sarsaparilla

Is sold by all druggists. Price $1, six for $5. Prepared only by C. I. Hood & Co., Lowell, Mass. It is the One True Blood Purifier.

MILWAUKEE AND MAPLE LEAF.

Each Announces a Cut in Rates, One in Passenger Fares, the Other on Freight.

Chicago, March 26.—The Chicago, Milwaukee & St. Paul to-day announced an open one way rate from Chicago to points in Minnesota and North Dakota; also to points on the Hastings & North Dakota division and north thereof. The individual ticket rate is $14; for ten or more traveling together, $12.95, and for twenty or more traveling together, $10.55. These rates are the regular Chicago-St. Paul charges added to a rate of $2.50 made by the lines out of St. Paul. Tickets will be sold here March 30 and 31 and April 6.

The Chicago Great Western celebrated its severance from the Western Freight Association by applying the 33⅓ per cent reduction recently made on shipments from Atlantic seaboard points to St. Paul to all business originating east of the Indiana and Illinois state lines. This practically establishes a 40 cent basis, first class, from Chicago to St. Paul.

"KATY" SHOPS AT SEDALIA.

There Will Be Regular Work and No Cutting Down of Hours, Say the Officials.

Sedalia, Mo., March 26.—(Special.) The Missouri, Kansas & Texas engineers and surveyors this afternoon took possession of the thirty acres of land donated by the city for coach and car shop purposes. The work of surveying for the site of the shops and location of the numerous tracks was commenced and will be completed in a week. According to the accepted plans the shops will cost $300,000, one-third of which was donated by Sedalians. Officials of the road state that an annual appropriation for shop purposes will be made, and in the future there will be regular work for shopmen and no cutting down of the hours of work. The first order filed for the shops is that of 1,300 new freight cars to take the place of lost numbers destroyed.

Superintendent McGuigan Goes Home.

F. H. McGuigan, of Montreal, general superintendent of the Grand Trunk railway, who for many years was superintendent of the Wabash lines west of the Mississippi river, left yesterday morning for St. Louis on his way back to his new duties. Mr. McGuigan was called to his old home at Moberly to attend to some business matters, and came to Kansas City to meet his old friends and associates. He is well pleased with the position which he accepted a year ago, and says the Grand Trunk is making many improvements on the line, which will enable the company to handle its business with much greater ease. The appointment of C. M. Hays as general manager and Mr. McGuigan as superintendent was in furtherance of a plan to Americanize the system, and the plan has worked admirably. Mr. McGuigan was always one of the most popular railroad men who came to the city and was welcomed back on this occasion by all with whom he had been associated.

Santa Fe Reduces Time.

Topeka, Kas., March 26.—(Special.) A conference of Santa Fe superintendents was held in General Manager Frey's office to-day to arrange a new time table for certain trains on that line. There were at the meeting Superintendent J. E. Hurley and Trainmaster W. K. Etter, of the Las Vegas division; Superintendent R. J. Parker, of the Newton division; Superintendent Charles Dyer, of the Pueblo division, and D. D. Bailey, trainmaster at Emporia. A time table was arranged so as to reduce the time of the Chicago-San Francisco flyer twelve hours.

A Countess in the Case.

Topeka, Kas., March 26.—(Special.) In the United States court to-day, Anna Gould La Comtesse de Castellane, together with all the other Gould heirs, through their attorneys, Getty & Hutchings, filed an answer in the case of the Northwestern Construction Company against the K. C., W. & N. Y. Railway Company. The construction company is endeavoring to collect some money which it claims is due it for building the line.

Record to Go Up Monday.

New York, March 26.—District Attorney McFarlane said to-day that the appeal directed by Attorney General McKenna from the decision of the New York circuit court of appeals in the Joint Traffic Association would be made at once. He thought the record would go up on Monday. Mr. McFarlane thinks the case will be advanced at the request of the attorney general and the decision will probably be rendered in April.

Missouri Pacific Acts.

St. Louis, Mo., March 26.—Vice President C. G. Warner, of the Missouri Pacific and Iron Mountain systems, announces to-night that, in view of the recent decision of the United States supreme court, his companies had withdrawn from all passenger as well as freight associations. This step was taken after exhaustive consultations with the best legal minds in the country, and it is thought this foreshadows the early dissolution in the West and South of all combinations among railroads having in view the maintenance of rates.

No Pools in New England.

Boston, March 26.—From the various railroads in this city it has been learned that the recent decision of the supreme court of the United States on railroad pools will not interfere with business here, as it is pointed out there are no pools, traffic agreements or anything of the kind in New England.

Malt Rates Cut.

Milwaukee, Wis., March 26.—It was currently reported to-day that one of the all-rail lines had given certain Milwaukee shippers an 18 cent rate all rail to New York on malt, which would be a cut of 2 cents per 100 pounds, and the same rate as the differential across the lake.

Railroad Notes.

The Illinois Central railway has decided to use electricity in place of steam on its suburban service between Randolph street, Chicago, and Woodlawn.

The Bundesrath has made a proposal to purchase all the principal railways of Switzerland. The price set is 964,385,769 francs. It is proposed to raise the funds for this purpose by a loan redeemable in sixty years.

WHOSE WIDOW IS SHE?

Pension Inspector Spangler Trying to Straighten Out the Marriage Tangle of One Woman.

The question that is puzzling the mind of Pension Inspector Spangler is one that involves several marriages, divorces and desertions. It covers forty years of time and is started for the purpose of seeing if Mrs. Mary Billings is the widow of E. G. Saunders, John Carney or William Billings. It involves a long story of matrimonial ventures.

In Platte county, in 1854, E. G. Saunders was married to Mary Joyce. They went to Kansas and there the widow heard her husband had been killed in an election row in Missouri where he was visiting. She remained a widow for a few years and then joined her fortunes with John Carney, with whom she lived for a few years and was divorced, and later married William Billings, who was an old soldier in the Mexican and rebellion wars. All three of her husbands are now dead. She wants a pension as the widow of Mr. Billings. The question at issue is, was she ever the wife of Billings? It is claimed Carney was not a widower when she lived with him, but had simply deserted his first wife, and it is known that Saunders was not killed as she supposed, but had deserted her and lived for many years in Arkansas, where he raised a large family. She was not a widow when she married Carney, nor was he eligible for marriage. Carney had other wives and one of them now draws a pension as his widow, so the question comes up, whose widow is Mrs. Billings? If she was deserted and then married a man who was already married and was divorced from him she was eligible for a genuine marriage with Billings. The pension records show many tangled cases, but few that are more complex than this one. Mr. Spangler will try to find some records that will throw light on the case.

FARRAGUT-THOMAS POST NO. 8.

Grand Army Posts Consolidate and Hyphenated Their Names for the New Organization.

A large number of G. A. R. men gathered at the hall at 825 Central street last evening to complete the consolidation of Admiral Farragut post, No. 3, and George N. Thomas post, No. 8. The consolidation has been talked of for a long time and has been favorably considered owing to the number of active members who saw the uselessness of keeping up so many posts. Last evening the details of the consolidation were all arranged amicably and the new post will henceforth be known as Farragut-Thomas post, No. 8. Officers were chosen and an effort made to make the post one of the most active in the state.

The new officers are: Commander, E. G. Granville; senior vice commander, E. B. Howard; junior vice commander, W. H. Wormsted; officer of the day, Charles Carples; surgeon, Theodore S. Case; chaplain, Harvey Linday; quartermaster, E. H. Brooks; trustees, J. W. Jenkins, Ross Guffin and R. C. Crowell. The new officers will be installed on the second Friday in April by the department commander.

LIVED UP TO ITS PROGRAMME.

Members of the East Side Literary Society Given a Little of Everything Last Night.

"A Little of Everything" was the appropriate announcement on the programme for the meeting of the East Side Literary Society last