COWGILL MAY LOSE.

HARDLY PROBABLE HE WILL SUCCEED HIMSELF AS COMMISSIONER.

COL. MERCER A CANDIDATE.

JACKSON COUNTY DELEGATION IS LIKELY TO BE DIVIDED.

Mercer Has Been a Prominent Figure in the Conventions and Councils of the Democratic Party for Thirty Years and Is Quite Popular.

The announcement yesterday by Colonel Joseph Mercer, of Independence, that he would ask the Democratic nomination at Springfield for railroad and warehouse commissioner to succeed Commissioner James Cowgill, caused a great deal of speculation among the wise fry in the Democratic party. It was agreed that the advent of Mr. Mercer made the situation vastly more interesting than it has been and that he was one of the formidable aspirants for the nomination. For thirty years Mr. Mercer has been one of the best known Democrats in the western part of the state and a prominent figure in the conventions and councils of the party. He is a man of great wealth, is known all over the state and is one of the most skillful campaigners in the field.

Inasmuch as Commissioner Cowgill has authorized his announcement as a candidate for re-election, the announcement of Mr. Mercer leaves Jackson county with two candidates for the same position. From the time the office was created the custom has been adhered to of giving but one term to each commissioner. The official term is for six years and the Democratic idea has been that that was a long time for a man to hold office. Commissioner Cowgill, however, likes the position and is not worrying over party traditions or customs.

In spite of the custom of one term, it is pretty certain he would have held most, if not all, of the forty-two delegates from Jackson county to the state convention but for the advent of Colonel Mercer. Now it means a fight for the county's delegation. Colonel Mercer has lived here so long, been of value to so many workers in the party and such a prominent contributor to the campaign fund, it is quite certain he will have a very strong support among the delegates from the county. Some of his friends claim he will be able to get anything he wants from the party workers, and that he will get many of the other counties and go into the convention one of the leading candidates.

George W. Trigg, of Richmond, who is an aspirant for the place, and Walt Bronaugh, of Clinton, have both been looking with eager eyes at the long list of delegates Jackson county will have in the convention. Each man has warm personal friends among the leaders of the party here and had hoped to win out a part of the support any way. The candidacy of Mr. Mercer will make it practically impossible for any outsider to get support for that office out of Jackson county. It adds to the complications by putting out a man who will be an active competitor for the delegations in all of the counties in the western portion of the state.

Geographically, Jackson county should furnish one of the men on the next state ticket, the leaders claim. St. Louis will get the present open place on the supreme bench, Central Missouri will get the place filled now by Judge Williams, and Kansas City is thus left in line for one place with another office to go to the southern part.

It is thus seen the plan figures out on paper with neat proportions and the wise ones of the party say the slate will go into the convention with much popular favor behind it. They figure the chances of Mr. Mercer as excellent in view of the fact that numerous candidates will cut the votes up into many parts and leave the man with a strong lead little to overcome to win out, especially if he has a few strong delegations supporting him.

They also figure out how the candidacy of Mr. Mercer, in case it is successful, will leave Jackson county where she can hardly ask for the gubernatorial candidate two years hence, when Governor Stephens retires. It is openly claimed by the friends of Judge Gibson that he is anxious to have the nomination here now for mayor so that it may put him in direct line for the gubernatorial honor two years hence. He will be greatly handicapped in the race he appears to be making if the county at that time happens to have a man holding a good office with a long term.

William E. McCully, of Macon City, who is one of the candidates for nomination as railroad commissioner on the Democratic ticket, was at the Coates House last evening. He held a conference with some of his personal friends, and discussed the outlook for the race and the chances of the men who are after the place. Mr. McCully is a stalwart Democrat, and has many friends in the state who would not spare their efforts in his behalf. His congressional district, however, has protested so far in the preliminary campaign two other candidates for state office, and it is possible some adjustment of the aspirations down there will have to be made later and a portion of the willing men leave the track.

WALTER HUMPHREY RESIGNS.

Chief Clerk of the Street Department Gives Up His Place and Tells the Reason Why.

Something of a breeze was created at the city hall yesterday when it became known that Walter Humphrey, chief clerk in the street department under Walter M. Davis, had tendered his resignation Mr. Humphrey has been considering this step for some time owing, he says, to repeated interference in the affairs of the department by others who desired that no man should be employed by the city who was not an avowed shouter for a certain candidate for mayor. When seen yesterday, Mr. Humphrey said he had nothing to add to his letter of resignation which contained his reasons for his act. The full text of Mr. Humphrey's letter of resignation follows:

"Walter M. Davis, Esq., Superintendent of Streets, Kansas City, Mo. Kansas City, Mo., Feb. 21.—Dear Sir:—I herewith submit my resignation as chief clerk of the street department, and request that the same be accepted at once. I also wish at the same time to offer my acknowledgments of your kind treatment of me while in your service.

"I also desire to say that I have none but the kindliest feelings to those with whom I have been associated in the department during the past two years—by this I mean the laborers on the streets, as well as the inspectors and clerks in the department.

"Knowing as I do, the indignities you have been subjected to during the past two years, by the head of the city government, I simply wish to say that I sympathize with you. You have tried honestly and sincerely to give the people of Kansas City an honest and non-partisan administration on the street department.

"While you have been busying yourself in that direction Mayor Jones has been just as industriously working to break down your department with his political friends, without regard to qualification and competency. These are facts which you know as well as I do.

"It is not denied that you have given the best administration of the street department ever known in the history of Kansas City. But it was not Mayor Jones' fault, and to him no credit is due, for had you responded to his desires in the appointments of your subordinates and of the men who work in the street department, it would not have been in the excellent condition it is now.

"The foregoing is sufficient in itself to explain why I desire to resign from the service in the department, which is handicapped by the overbearing methods of Mayor Jones and his man Friday—E. Mont Reily, from Texas. But aside from this, it has been given out that any man in the employ of the city who does not respond to the crack of the Jones whip must go, without regard to efficiency or worth.

"Hoping you will immediately accept my resignation, I am, Sincerely yours,

"WALTER HUMPHREY."

Green Club in Seventh Ward.

The colored Republicans of the Seventh ward organized a club in the interest of John J. Green's candidacy for mayor, at Fifth and Lydia avenue, last night, electing the following officers: President, F. A. Scholtz; secretary, R. W. Marshall. Speakers were F. L. Woods, A. V. Anderson, Dr. Bowman, J. T. Hale, B. L. Deming. About seventy-five members were enrolled. The club was organized under the auspices of the Greater Kansas City Republican Club.

GREEN'S CANDIDACY INDORSED.

He Outlines His Policy at a Mass Meeting of Republicans on Bell Street.

At a mass meeting of Republicans of the First ward last night at 914 Bell street the candidacy of John J. Green for mayor was unanimously indorsed.

Mr. Green made a speech in which he said something of the policy he would pursue if he were elected mayor. He said he would be in favor of the city's progress. He believed in progress and the city must go forward. He believed in the continuance of public works; in keeping the streets clean and in spending every dollar of the city's revenue here. He did not believe in piling up a surplus in the city treasury for corrupt politicians to squabble over, but he believed in spending each year in public works the surplus revenue. It would be his policy, he said, to do all he could to further the acquirement by the city of breathing spots and parks; but he believed the parks should be acquired and developed in extent commensurate with the ability of the citizens to pay. He did not believe in going too fast at first; but parks must come, they were needed and would do the city good. His office, he said, would be open at all times to all citizens, no matter what their color, creed or condition.

E. F. Allen, in a brief speech, argued that James M. Jones could not be elected if nominated. The man best fitted of all others to lead the Republicans to victory was John J. Green, he said.

Colonel R. H. Hunt argued that it would be unwise to nominate Jones for re-election because there were too many elements of the Republican party arrayed against him for him to be elected.

Rev. Mr. W. D. Venerable said that if Jones were nominated the next mayor of this city would be a Democrat.

L. A. Laughlin spoke for the candidacy of Green.

PACK A HALL FOR GREEN.

Colored Supporters of One of the Republican Mayoralty Candidates Organize in His Interest.

The colored supporters of John J. Green for the Republican nomination for the mayoralty opened headquarters yesterday afternoon in Douglass hall, Independence avenue and Oak street. T. F. Sublette was chosen permanent president; Rev. Mr. W. D. Venerable, secretary; John Rone, treasurer, and Dock Mitchell, sergeant at arms. It was voted that the organization should be known as "The John Green Central Colored Republican League." The speakers included John Rone, Venerable, Sublette, Frank W. Sears, L. A. Laughlin, John L. Waller, J. C. Chastine and others.

A feature of some of the speeches was the reference to editorial utterances of the Eleventh and Grand avenue afternoon paper bitterly assailing President McKinley, Webster Davis and other leaders of the party and highly eulogistic of Mayor Jones. More than one of the speakers desired to know what it all meant when such a sheet had been designated by a professing Republican as his organ. Mr. Sublette in the course of his remarks said he thought the peculiar attitude of the official organ was to say the least suggestive. He could not understand the attitude of the paper at present when its past relation to the Republican party was considered and he declared emphatically that party success in the present contest demanded the nomination of a man who was, to say the least, in accord with his party and its leaders and who had not singled out a sheet notoriously antagonistic to almost every principle and leader of Republicanism for his official mouthpiece.

Resolutions were adopted declaring the Republican party to be that of progress and liberty and pledging every effort of the organization to Mr. Green in his candidacy for the nomination for mayor. At the close of the meeting Mr. Green himself appeared and briefly thanked the club for its action, assuring it that he would soon be heard from at greater length upon the issues of the hour.

GREGORY IS OUT OF THE RACE.

The Police Commissioner Withdraws in Time to Escape the Wrath to Come.

Police Commissioner Robert L. Gregory yesterday formally made the announcement that he was not and would not be a candidate for mayor. This puts a quietus to the furore his friends have been making for him, and of the bombardment of the union labor forces. Mr. Gregory says he never said he was a candidate, and was not scared off by the attacks of the Industrial Council. He admits that several politicians had asked him to run for mayor, but denied that any man ever had authority to go out laboring for him and seeking to advance his cause. Whether he had ever taken the matter seriously or not his friends had, and they had urged him not to go into the battle as it meant certain and disastrous defeat.

Now that Mr. Gregory has been taken off the track the supporters of Judge Gibson are in glee, and claim his nomination is easy to secure. It is quite likely the city committee will now be called together in short order, and the preliminary work for the primaries ordered so that Judge Gibson may be placed officially on the track and get started.

AFFECTED BY WAR TALK.

Appointments to Federal Positions Held Up Because of More Urgent Business.

Attorney D. J. Haff, who went to Washington ten days ago bearing Major Warner's acceptance of the appointment of district attorney, returned home yesterday morning. He said he was of the opinion the announcement of Major Warner's appointment would be made in a short time, possibly this week or next. He had nothing to say relative to the contest being made for other places. He said the Spanish war scare had delayed presidential appointments that had already been fully agreed on, but he looked for them as soon as the war scare subsided.

Positions Under Civil Service.

A civil service examination will be held in Kansas City, Kas., between March 15 and April 25. The exact date will be fixed later. It is stated that several changes will soon be made in the local postoffice, and there is great interest shown in this branch of the civil service examinations. The present eligible list of clerks, both men and women, and carriers is as follows:

Men clerks—Walter C. Lambert, George J. Ratcliffe, David Downing, Alfred Stout, Andrew T. Hovey, Hugh A. Holmes, Abney W. Cole.

Women clerks—Pauline Pittman, Frances B. Landers, Katherine M. Tracy.

Carriers—Charles E. Thompson, Boyd R. Latta, William S. Chrisman, William T. Hendry, Henry T. Keener, Joseph McKenna, Jesse S. Farleigh, William M. Dykes, John R. Williams, Charles J. Rutt, William J. Lambert.

North Side District Republicans.

At a meeting of the colored Republicans of the Second, Third and Fourth wards of Kansas City, Kas., held at M. & O. hall last evening James Edmond was indorsed for constable of the North side district of Kansas City, Kas., and John L. Waller for representative in the legislature from the Tenth district.

Meeting of Mayor Jones' Friends.

E. Mont Riely, private secretary to Mayor Jones, announced yesterday that a meeting of the friends of Mayor Jones in the interest of his candidacy for re-election would be held at Strope's hall Friday night.

Ninth Ward Republicans.

The Ninth Ward Republican Club will hold its regular meeting, at 506 East Eighteenth street, at 8 o'clock this evening. The exercises will be appropriate to Washington's birthday. Prominent speakers have been invited to be in attendance.

Meeting Postponed.

The regular weekly meeting of the West End Third Ward Free Silver Democratic Club, at 821 West Twelfth street, will not be held to-night because of Washington's birthday.

Seventh Ward To-night.

The Seventh Ward Republican Club, of which L. A. Laughlin is president, will meet at 2219 Independence avenue to-night.

Dining Car Line.

Kansas City to Salt Lake, Denver, San Francisco and all points West. Union Pacific, of course.

CITY NEWS IN PARAGRAPHS.

Superintendent J. M. Greenwood, of the public schools, left yesterday morning to attend the national convention of school superintendents, which is being held in Nashville, Tenn., this week.

ATTACKED GENERAL BOOTH.

Rev. J. G. Dougherty Sees No Good in General Booth or the Salvation Army.

Rev. Mr. J. G. Dougherty, pastor of the First Congregational church of Kansas City, Kas., in an address before the Congregational ministers of the city at the Y. M. C. A. rooms yesterday morning, vigorously assailed General William Booth, the commander of the Salvation Army. He declared the army to be the "most absolute despotism on the face of the earth, no matter the amount of good it had done. It is in the absolute control and subject to the will of one man," he declared, "and it teaches and prescribes as the proper thing just what he determines. He has no counselors or advisers, and is subject to the will of no one, his power being absolute."

He also denounced the organization for "its opposition to churches and independent method of conducting its work." He claimed "that the work being done was along lines long followed by the organized churches, but without the aid of beating drums and sounding trumpets."

In closing he said: "If the methods of the Salvation Army are proper then the work of the church is all wrong. The churches are all supporting the army while it is teaching and advising people to let them alone." He thought the day was near at hand when the churches would have to cease supporting the army or else join it. "The question that must at last meet a fair answer," he said, was, "can the churches with self-respect longer support the army?"

Rev. Dr. Brown contended that with the death of General Booth would come the disintegration of the army for lack of a controlling will. Rev. Dr. Henry Hopkins commended the good work of the army, but thought only a few more years would elapse ere it joined the oblivion of similar sects.

ORDERS FOR THE THIRD.

Colonel Gross Getting the Regiment in Shape to Move at a Moment's Notice.

Colonel George P. Gross, of the Third regiment, yesterday issued the following significant orders to his officers:

"Company commanders will observe strictly the following:

"First—A thorough inspection of arms and equipment at first company drill after this date.

"Second—A complete list of necessary equipment needed will be reported to these headquarters.

"Third—The United States 'Articles of War' should be carefully read to each company.

"Fourth—All absentees from drill after this call will be summarily dealt with.

"Fifth—Majors commanding battalions will see that companies in their respective commands comply with these orders.

"Sixth—All staff officers will report promptly all equipment required in their respective departments."

"Simply taking time by the forelock," said Colonel Gross when asked if he had received orders from General Bell to prepare for moving the regiment. "We drill at the armory every night, excepting Sundays, in the year. We simply want to be well up in the regulations so that in case anything should happen we would be prepared. It is simply an order of my own. It doesn't signify much," he added, laughing ironically.

LECTURE ON SPANIARDS.

Dr. John M. Gregory to Talk of Spain and Her People—Europe of To-day.

Dr. John M. Gregory delivered the last of his series of six lectures on the "Europe of To-day," before a large audience at the Y. M. C. A. last night. He talked on "Switzerland: the Oldest and Freest of Modern Republics." In the course of his interesting discourse on the little government in the mountains, he said that nine-tenths of the people in Switzerland had deposits in the postal savings bank. The result of his portrayal of the benefits to be derived to the people from this system was a resolution introduced by Rev. Dr. Henry Hopkins, pastor of the First Congregational church, urging Congressman Cowherd to do all in his power toward securing the passage of the postal savings bank bill now before congress. The resolution was unanimously adopted.

Dr. Gregory will give a special lecture next Thursday night on "Spain and the Spaniards." He lived for a time in Spain studying the economic problems there, and is fitted to present a lecture especially interesting and profitable at this time on the character and resources of the "Castilian dons."

NINTH STREET LINE CLOSED.

Main Driving Gear Breaks, Causing the Shutting Down of the Entire Line.

The main driving gear at the Eighth and Woodland power house suddenly broke with a crash at 8:40 last night, closing down the entire Ninth street system for the night. It will probably be noon to-day before the accident can be repaired.

The main Ninth street cable was running apparently smoothly when one of the big cog wheels in the driving gear suddenly snapped and a whole section of the wheel dropped with a crash to the basement. None of the engineers at the plant was injured and the steam was shut off before the cables were injured. It is supposed that the accident was caused by a sudden wrench given to the big wheel by the cable. As soon as possible a large force of men was taken to the power house from the other power houses on the system, but it was found that the entire driving gear for the Ninth street system would have to be taken apart before the broken wheel could be taken out and a new one put in its place. A similar accident to one of the smaller wheels occurred at the same power house a few weeks ago.

The accident left hundreds of people downtown last night waiting impatiently for the cars to start. When it was learned the line would not start during the night they walked to other car lines that took them in the direction of their homes, or gave the cab drivers a spurt in business.

JUDGE B. F. WILLIS HURT.

Fell From a Chair While Asleep in the Water Works Building. Gashing His Head.

Judge B. F. Willis, of 4065 Chestnut street, dropped asleep while sitting on a chair in Judge Allen's office in the Water Works building yesterday afternoon and fell off, striking his head upon the radiator. He sustained a severe scalp wound, which Police Surgeon Longan dressed, and ordered Judge Willis removed to his home. Judge Willis is 74 years old. He was a justice of the peace at Westport, for a number of years.

HOMESEEKERS' EXCURSIONS

Via the Short Line to Texas, the Katy Route.

On March 1st and 15th the Missouri, Kansas & Texas Railway will sell tickets to all points in Texas, Louisiana and Arizona at very low rates. The only line running chair cars and sleepers through without change between Kansas City and Houston, Galveston and San Antonio. For further particulars call at ticket offices, 823 Main, 1044 Union avenue, and Union depot.

T. J. FITZGERALD, P. and T. A.

Stoddard's Lectures.

All persons who have purchased the first numbers of Stoddard's lectures and desire the balance, we call their attention to the list. They are now ready. You can order any of them without the coupons. The list of lectures is as follows. The price is 25 cents each:

Part 1—Norway.
Part 2—Athens and Venice.
Part 3—Jerusalem.
Part 4—Switzerland.
Part 5—Constantinople.
Part 6—Egypt.
Part 7—Japan.
Part 8—China.
Part 9—India.
Part 10—Passion Play.

Fast Time West.

The Union Pacific positively makes over THREE HOURS QUICKER TIME TO DENVER. Twenty-six hours quicker time to Cheyenne. Ten hours quicker to Ogden. Nine hours quicker to Salt Lake. Twelve hours quicker to San Francisco. Nine hours quicker to Portland than any other line. Splendid trains, vestibuled, steam heat, Pullman palace sleeper without change, Kansas City to San Francisco, every day in the year. Pullman Perfect Dining Cars. Only line running two trains daily Kansas City to Denver. City ticket office, 1000 Main street. Telephone 1160.

Liquors for Kansas.

Shipped daily in secure packages by GEORGE EYSSELL, Druggist, Opposite waiting room, Union depot.

BOYCOTT CANADIAN.

WESTERN ROADS TO FIGHT THEIR STRONG COMPETITOR.

THROUGH IMMIGRANT BUREAU.

INTERCHANGE OF STEAMSHIP BUSINESS WITHDRAWN.

Canadian to Be Forced to Depend on Other Ports Than New York and Boston for Its Immigrant Traffic—U. P. Pays High Commissions.

Chicago, Ill., Feb. 21.—A boycott has been declared against the Canadian Pacific road by the Western lines so far as immigrant traffic is concerned. The Canadian road was a member of the Western immigrant bureau, but it has been curtly informed that on account of its ignoring the rules of the clearing house and the course it has seen fit to pursue in regard to the whole differential rate question its membership in the immigrant bureau has ceased. The notice is emphasized by the fact that the trans-Atlantic steamship companies landing at New York and Boston which are under agreement to support the Western roads in the matter, have sent instructions to all their agents not to ticket any business over the Canadian Pacific in either direction. Many of the agents of the Canadian Pacific in the Northwest were also agents of the steamship companies, and their agencies have been canceled. This will be a severe blow to the Canadian Pacific, as it will prevent it getting any immigrant traffic at either of the two ports named. It will have to be content with what it gets at the Canadian ports, and but a very small percentage of the whole lands there.

Afurther blow was aimed at the Canadian Pacific by its opponents filing with the interstate commerce commission at Washington an application for a suspension of the long and short haul clause of the interstate commerce act so as to enable them to meet its competition with through rates without interfering with intermediate rates.

Should this application be granted, as it is believed it will be, it will be of immense advantage to the American roads in conserving their revenues while the conflict continues. Western roads say that at least one trunk line will act with them in their fight against the Canadian road and this will render them practically independent of the others. The Grand Trunk will act with them so far as the American Passenger roads are concerned, so that they will have the support of connections all the way through. A call was issued to-day for a meeting of the Western roads Thursday to discuss the situation.

Western roads find themselves involved in a quarrel with the Union Pacific road which is almost as serious as that in which they are engaged with the Canadian Pacific. Insomuch as it thretens the existence of their agreement with the trans-Atlantic steamship companies. The Union Pacific, while not actually a member of the Western immigrant bureau, has professed to be acting in harmony with it and observing its rules. It has now leaked out that the Union Pacific has made a deal with Peter MacDonnell, a discharged agent of the bureau, and is paying him $18 per ticket commission on California business. The authorized commission paid by the bureau is $4.50. The Union Pacific has been notified that if it does not at once abrogate this arrangement it will be cut off from all participation in the business passing through the clearing house, which means all arriving at New York and Boston.

COLONEL WALKER ON POOLS.

Chairman of Santa Fe Executive Committee Talks Freely on This Subject.

The subject of railway pooling is very little understood and the following definition of pools, by Colonel Aldace F. Walker, chairman of the executive committee of the Santa Fe, is of interest:

"Pooling is not an agency for the fixing of rates, but for maintaining rates," says Colonel Walker, "not maintaining the standard of rates, but maintaining the actual rates, which necessarily fluctuate from time to time in accordance with competitive and business conditions. Rates may vary every day and yet be strictly 'maintained.'

"In their best estate associations agree upon rates, by mutual consent, if possible, but preserving to members the right of independent action. Every change is made in view of competition and business conditions within and without the territory affected—perhaps more frequently without than within; the competition can never cease, and the establishment of rates will inevitably and always be dominated by natural forces, which may be depended upon to keep the rudder true, but which if interfered with will inevitable precipitate distress and disaster. In their other aspect associations, by apportioning the business carried under rates so controlled, enable the rates to be steadily and uniformly applied to all shippers alike, whether the figures fixed go up or down.

"Rates are 'fixed' (or the amount thereof determined) under conditions beyond the control of the carriers. The figures must be fought out and registered in meetings held for that purpose. Arbitrations are often necessary. Without such machinery the only result possible is a series of rate wars ruinous to all interests and the ultimate collapse of the entire railway system. Each traffic manager always secures for his line the lowest rates that can be made without inducing reductions of the rates of other lines competing for the same traffic, or competing for like traffic to the same market.

"Rates are not 'fixed' by pools, and they never were. On the contrary, while pools were formerly in vogue, from 1865 to 1888, the rate per ton per mile on six leading Eastern roads decreased from 2.900 to .609, and on six leading Western roads from 3.642 to .864. The function of pools is simply to assist in assuring the public that each carrier will stand by the 'fixed' rate until changes are made through methods which will disturb business the least possible.

"It is, of course, possible that rates may occasionally be 'fixed,' on a higher basis than would be adopted if their maintenance was not to be supported by a pooling agreement; but this will rarely, if ever, be done, except in cases where unreasonable reductions have previously occurred and where the results of excessive competition demand correction. Stability in rates is of infinitely more importance to the public than too low rates; and as a practical matter extortionate rate charges cannot be maintained in the face of present corrective influences and agencies. Pooling can never be the panacea for all existing ills of the railway service which some of its advocates seem to expect, but it will undoubtedly ameliorate the vices of excessive competition which its prohibition induces, and almost compels."

CONRAD MILLER HERE.

President of the Blair Line Says Connection With the Frisco Will Soon Be Made.

Conrad Miller, of Nazareth, Pa., president of the Kansas City, Osceola & Southern, and the confidential representative of John I. Blair, is at the Coates House, with B. S. Josselyn, the manager of the Blair line. They are in the city to attend a meeting of the directors of the Brooklyn avenue cable line, in which Mr. Blair has an interest. The management of the road is talking of making extensions, a change in motive power and other betterments, and the board has been called together to pass upon the questions.

Mr. Miller makes frequent trips here to look after the matters connected with the Blair line. He said last evening the line would be in shape to operate as the Frisco extension to Kansas City by the 1st of June, as work was being rushed on the construction at every point possible. He feels very good over the increased importance this connection will give the Blair line.

He says the veteran financier, John I. Blair, is quite hale and hearty despite his 90 years. When absent from the East Mr. Miller gets daily advices as to his condition.

Thirty-first Year as President.

New York, Feb. 21.—The annual meeting of the stockholders of the Delaware, Lackawanna & Western Railroad Company, held here to-day, resulted in the re-election of all the old officers and directors. This makes Samuel Sloan's thirty-first election to the presidency.

A Virginia Statute Upheld.

Washington, Feb. 21.—In the case of the Richmond & Allegheny Railroad Company vs. the R. A. Patterson Company, the supreme court, in an opinion handed down by Justice White, held to be valid the Virginia state law holding a common carrier responsible for freight, even when shipped beyond its own lines when it accepted the freight without securing a waiver from the shipper. The law was attacked on the ground that it was antagonistic to the interstate commerce law, but the justice said it was merely a state regulation and a proper one.

NEW TOURIST CAR SERVICE.

Missouri Pacific Will Establish One to Run Weekly From St. Louis to Portland, Ore.

Beginning to-day, the Missouri Pacific road will place in operation a weekly service of Pullman tourist sleeping cars from St. Louis to Portland, Ore., in connection with the Denver & Rio Grande, the Rio Grande Western, the Oregon Short Line and the Oregon Railroad & Navigation Company. Leaving at 9:15 a. m. every Tuesday, these cars will reach Portland at 7:20 a. m. the following Sunday; returning at 9 a. m. Monday and reaching St. Louis at 7:10 p. m. Saturday. Either first or second class tickets can be used on these Pullman tourist sleepers. This service has been provided for the accommodation of the tide of emigation which is expected to soon set in for the gold fields of Alaska.

RATES HIGH EVERYWHERE.

Exorbitant and Unreasonable From Lone Star Township to Every Other Point in Kansas.

Topeka, Kas., Feb. 21.—(Special.) H. R. Ficken, trustee of Lone Star township, Rush county, filed a complaint against the Missouri Pacific road with the state board of railroad commissioners to-day. He claims that the rates on all kinds of freight from Bison to every other point on the line in Kansas are exorbitant and unreasonable. The road has been notified and a hearing will take place about March 1.

The Santa Fe company, following the instructions of the board, has established depot facilities and agents at Norwood, in Franklin county, and at Zarah, in Johnson county.

N. P. May Get Palouse Road.

Walla Walla, Wash., Feb. 21.—Rumors of the sale of the Washington & Columbia railroad to the Northern Pacific are afloat. The board of directors of the Washington & Columbia River railroad has been in session here since Wednesday, and President W. D. Tyler and Secretary A. E. Burford tendered their resignations, which were accepted.

It has been common talk among railroad men and others in a position to know for several weeks that the Northern Pacific had been negotiating with C. B. Wright, of Philadelphia, the principal stockholder of the Washington & Columbia River railroad, for the purchase of the road, and now it is asserted that the deal has been consummated. President Tyler would neither affirm nor deny the rumor.

Rate War in Local Territory.

Montreal, Quebec, Feb. 21.—The rate cutting war in which the Canadian Pacific is involved with the American transcontinental lines has extended to Canadian traffic and evidently the Canadian Pacific and Grand Trunk roads are to have a big fight. The Canadian Pacific to-day announced a big cut in rates from Montreal to Toronto and other points. The former rate of $10 to Toronto is cut to $5 with a corresponding reduction to other points reached by way of Toronto.

Sale of the Denver Pacific.

Denver, Col., Feb. 21.—Standing on the steps of the Arapahoe county court house at noon to-day, Judge W. D. Cornish, special master, offered for sale the road and appurtenances of the Denver Pacific railway and Telegraph Company under foreclosure of the first mortgage. The property was bought by Mr. Lawrence Greer, on behalf of the reorganization committee for $2,000,000, there being no other bids.

Time for Building Road Extended.

Washington, Feb. 21.—(Special.) Senator Baker introduced in the senate to-day a bill introduced in the house by Mr. Curtis last month to amend the act granting a right of way through the Indian and Oklahoma Territories to the St. Louis, Omaha & Southern railway. The amendment is an extension of time to three years for the completion of the road.

Cut Rates on Packers' Products.

The "Katy" yesterday modified its notice of application of the 10 cent rate named last week on packing house products from Kansas City to the Mississippi river. This rate is now to apply on export traffic only and the 18½ cent rate will continue on domestic traffic. The Wabash yesterday gave notice that it would meet the cut of the "Katy."

Secretary Not Yet Elected.

The local passenger association at its meeting yesterday afternoon did not vote for a secretary to succeed R. E. Glenn. It is expected that Chairman Caldwell, of the Western Passenger Association, will to-day appoint C. R. Davidson, of the St. Paul-Minneapolis Association, secretary. Only routine matters were considered at yesterday's meeting.

Denison & Northern Road.

Washington, Feb. 21.—Special.) W. Zenor, from the Indian committee, to-day reported favorably the amendment to the act authorizing the Denison & Northern Railway Company to construct a railway through the Indian Territory. The company is granted an extension of one year in which to construct the road.

A Measuring Wheel.

The rotary measuring instrument will undoubtedly prove to be a boon to men in nearly every walk of life. It can be worn as a watchcharm, and as a pocket instrument it takes up very little room. It will do the work of either rule or measuring tape, and will measure with accuracy fractions of an inch or the length of a room, and by its use the necessity of employing two persons to measure is avoided. Besides, it is invaluable in measuring curved lines. To measure any object it is simply necessary to run the instrument over the surface. The distance will be shown by the hands, the long hand registering inches and fractions of an inch, and the short hand measuring feet.

The Three Finest Trains.

Kansas City to Chicago.
Kansas City to St. Louis.
Kansas City to Denver.
Via the Burlington Route. No other line has new full vestibuled trains, with all modern improvements. The Burlington Route leads in fine service from Kansas City.

Be Sure Your Tickets Read Via

The Short Line to Texas—Katy Route. The Missouri, Kansas & Texas Railway is the only line running chair cars (seats free) and Wagner sleeping cars between Kansas City and Dallas, Fort Worth, Waco, Houston, Galveston, Austin and San Antonio without change. Ticket offices, 823 Main street, 1044 Union avenue and Union depot.

T. J. FITZGERALD, P. & T. A.

A Matter of Taste.

The dining car and eating house service of the Santa Fe Route has a national reputation. Experienced travelers know that on the Santa Fe they are sure of a faultless meal. There is no guesswork about it. In Arizona or New Mexico, or farther East, the excellence is uniformly maintained.

A Society Lady

Aptly describes the New CHICAGO & ALTON Compartment Sleeping Cars in their St. Louis train, as "A Ladies' Boudoir, complete in every detail, and just the thing for ladies with families, or those who desire privacy."

They cost no more than an ordinary berth.

Poverty Masquerade Ball.

A poverty masquerade ball will be given at Casino hall, 1023 Broadway, Tuesday evening, March 1, under the auspices of the Knights of the Maccabees. Among other inducements offered for patronage at the ball is the bargain counter price of admission, "24 cents." The proceeds will be used for charitable purposes.

The French Say a la Carte.

You pay for what you order on Santa Fe Route dining cars. Viands profuse, varied and seasonable. Irreproachable service, under the management and personal supervision of Mr. Fred Harvey.

Ticket offices northeast corner Tenth and Main streets and 1050 Union avenue.

Passengers going East and wishing to avoid the incline to the Union depot can take Santa Fe Route trains at Twenty-second and Grand avenue station. Best dining cars in the world.

Santa Fe Route ticket offices, northeast corner Tenth and Main streets, 1050 Union avenue, Union depot, and Grand avenue station.

Dinner Is Ready

In the dining car at 6:10 p. m., each day, on the Burlington Route new Chicago train. Service is a la carte.

The Burlington Route.

The best line to St. Paul.

DEATH FROM BLOOD POISONING

Ulcerated Tooth the Cause of the Pitiful Ending of Little Minnie Bruckmiller.

Minnie Bruckmiller, the 10-year-old daughter of William F. Bruckmiller, a teamster living at 2029 Belleview avenue, died yesterday morning in pitiful agony of blood poisoning. Four weeks ago one of her molar teeth became ulcerated. The little girl had been attending school regularly and was in the best of health. The usual family remedies were applied to relieve the ulceration and for a time appeared successful. About a week ago blood poisoning developed. Dr. Von Quast was called to attend the case, but despite careful medical treatment the girl grew worse until her death, yesterday morning.

The funeral services will be held to-morrow afternoon at 2 o'clock from the family home. Burial will be in Elmwood cemetery.

Death of Mrs. Mary A. Case.

Mrs. Mary A. Case, mother of Justice Theodore S. and Oliver Case, died at 1321 Penn street at 9:05 o'clock last evening, of old age. Mrs. Case was 85 years of age. She came here in 1867. Her husband, Ermine Case, Sr., died at the age of 83 in 1883. Two sons, Ermine Case, Jr., and George Case, died here. Mrs. Case was born in Hartford, Conn., in 1811. Her maiden name was Mary A. Hills. She married Ermine Case in 1847 at Columbus, O. Her death had been expected, she having been critically ill for a month before it occurred.

Other Deaths and Funerals.

V. W. Crewell, aged 9 months, died yesterday at his home, 526 Jackson avenue, of measles. Burial will be in Union cemetery this afternoon.

Cordelia Boyle, aged 18, died yesterday morning at the insane asylum at St. Joseph, Mo., of cerebral hemorrhage. She was the daughter of Frank Boyle, who for many years conducted a saloon at Fourth and Main streets. The remains were brought here yesterday afternoon. The funeral services will be held this afternoon at 2 o'clock. Burial will be in Elmwood cemetery.

Bryon L. Moon, aged 47, died yesterday morning at the city hospital of paralysis. His home was at 2331 Montgall, where he lived with his eldest son, Walter Moon. The father and his two sons, Walter and Howard, have been "newsboys" for five years in this city. They made a comfortable living carrying The Journal on suburban routes. A week ago the father was stricken with paralysis and taken to the hospital.

FENDERS MAY COST $15,000.

Mary J. Atkins Claims That Amount Because of Their Alleged Faulty Construction.

Mary J. Atkins brought suit in the circuit court at Independence yesterday against the Metropolitan street railway. She was struck by a car on Walnut street October 8, 1897, and sustained a fracture of one of her legs above the ankle. She brings suit on two separate counts against the company, alleging in the first count that the injuries to her limb and body damaged her to the extent of $15,000, and in the second count, that the ordinances of the city require fenders to be elevated two inches above the rails, and that the ordinances are being continually violated by fenders being elevated eight inches above the rail. The plaintiff claims that at this elevation, instead of being a protection to pedestrians, fenders are in fact a menace. For the violation of the company's franchise in the construction of its fenders the plaintiff asks for $15,000 additional damages.

Use for Old Stockings.

Cut off the feet of an old pair of stockings just above the heel, sew over the raw edge with wool or coarse silk in button-hole stitch, and when firmly finished off pull the lower half of the leg inside of the other till both edges are together. It will then present the appearance of a long stockinette cuff, which can be used for the wrists, or, better still, drawn over the ankles as a "spat;" the loose edges will fit closely round the calf of the leg, and the appearance is very neat. For children's use an elastic to go under the sole of the foot may be fastened to the lower edge, and a knitted ruff of wool sewn or crocheted on to the bottom will give the gaiter a natty appearance.

When woolen vests with long sleeves cannot be afforded for winter wear, the old stocking-leg with a little knitted ruff round the narrower end will make very comfortable clothing for cold arms from wrist to shoulder.

A Legacy to Paris Horses.

From the Pall Mall Gazette.

Mme. Chassegros, who died in Paris on January 4 in her 63rd year, has left the whole of her fortune, amounting to about $600,000, to the Society for the Prevention of Cruelty to Animals. In her will, which was said to be drawn up in due legal form, she stipulates that the society shall engage the services of twelve new inspectors for Paris, charged with the duty of preventing the ill-treatment of horses in the streets, and that it shall create additional stations for horses at the bottom of hills, and also take the necessary measures for the improvement of the pounds.

Passengers going East and wishing to avoid the incline to the Union depot can take Santa Fe Route trains at Twenty-second and Grand avenue station. Best dining cars in the world.

Santa Fe Route ticket offices, northeast corner Tenth and Main streets, 1050 Union avenue, Union depot, and Grand avenue station.

Marriage Licenses Issued Yesterday.

Name.	Age.
Edgar H. Lee, Kansas City	26
Mary Bunch, Kansas City	23
W. P. Lilly, Pittsburg, Kas	31
Florence L. Scott, Kansas City	25
Hugh M. Dougherty, Kansas City	23
Frances A. Peterson, Kansas City	21

Building Permits.

George Southwell, to erect brick business house at 23 East Thirty-ninth street; $1,200.

Oxler & Kapp, to erect brick business house at 2216 Vine street; $1,800.

John Abber, to erect frame residence at 639 Otis street; $1,000.

Julius J. Dimoush, to erect frame residence at 4040 Euclid avenue; $800.

William Slyker, to erect frame residence at 4237 Euclid avenue; $300.

John McLeane, to erect frame residence at 4224 Euclid avenue; $300.

N. T. Nichols, to erect frame blacksmith shop at 2925