A SCALE OF WAGES

ADOPTED BY UNITED MINE WORKERS, DISTRICT NO. 14.

TO PRESENT IT AT PITTSBURG

CONFERENCE OF MINERS AND OPERATORS JUNE 15.

The Miners Ask Less Than Has Been Granted in Illinois and They Are Making a Special Fight for the Recognition of Unionism.

The special meeting of the delegated body of United Mine Workers of America, district No. 14, closed its business yesterday at 4 o'clock, after a two days' session. The work of the session consisted in adopting a scale of wages similar to that already in force in the states northeast, and to those recently adopted in districts 19 and 23, which cover the rest of the territory to be represented in the conference between miners and operators called for Pittsburg, Kas., on the 15th. The object of the conference is to come to an agreement which will settle the general strike now affecting the mining regions of Kansas, Arkansas, Missouri and Indian Territory, and prevent its repetition. President Wright expressed himself as hopeful for the success of the conference.

"If we can get a sufficient number of the owners and operators to meet us," he said, "and talk the matter over, I believe we can get concessions which will satisfy our men, and put negotiations between the unions and the operators on a basis that will insure us against further trouble. The schedules that have been adopted for this region ask less than has already been granted in Illinois and states of that region."

The miners will be represented in the conference by the executive boards for the districts represented. For No. 14 the board consists of W. T. Wright, Harry Bousfield, Robert Gilmour, Hugh Bone, John Manning, Robert Williamson, John McLaughlin, W. E. Roberts and William Richards, the two latter having been newly chosen at yesterday's meeting.

The schedule adopted yesterday provides for a slight increase of regular miners' wages, in some of the mines, and a reduction of hours, without change of pay, for the day laborers in the mines. For the most part, however, the scale is not changed, and in one or two cases a reduction is made to make the schedule more equitable, the principal anxiety of the miners being to bring about a recognition of the unions which will facilitate the settlement of all disputes. The scale adopted for the different localities is as follows:

For Marceline, Lexington, Corder, Higginsville, Fleming and Richmond, $1 per ton, mine run; for Higby and Elliott, 80 cents a ton; for Leavenworth, Kas., 64 cents a ton; for Ardmore, Bevier, Huntsville, Santiago and Rich Hill, 55 cents a ton. The latter class applies to mines where the vein is three feet nine inches or more in thickness.

Among the changes which the schedule calls for is the reduction of the price of powder furnished the miners by the company from $2 to $1.75 a keg; a semi-monthly pay day; an eight-hour day after September 1; the universal enforcement of the "check off" system, and the discontinuation of the system of assessing the miners to pay the "mine doctor."

The miners say that if they were allowed to buy their own powder, they could get it for $1.50 a keg. The "check off" system is one by which the miners are allowed to have one of their men act as the weigher's assistant, and to pay him the miners allow him to check from the weights credited to them enough each day to pay him regular wages. The "mine doctor," to which the miners object, they say, is usually a new graduate from a medical college, who is paid with money taken from the miners' wages, whether they make use of him or employ some other doctor.

Following is a list of the delegates who were here:

N. A. Milton, W. E. Roberts, Dan Granaway, William Powell and George Richards, Brevier local unions 917, 918 and 919; Robert Lyons, Marceline, W. A. Matthews, Ardmore; C. H. Stafford, A. B. Perkins and Mat Coulson, Huntsville; D. J. Lewis and Con Kelleher, Elliott; James Bice, William Richard and Richard May, Higby; J. U. Scott and A. W. Moller, Panama; Jacob Moody, Revely; A. H. Barr, John Pratt and Frank Ohlanson, Leavenworth; Oscar Muller and Fred Rosewell, Lexington.

H. Bousfield, vice president of district No. 14, United Mine Workers of America, and James Boston, member of the national executive board of the same order and national vice president from Illinois, who are in Kansas City to attend the special session of the miners of this district, will attend the meeting of the Industrial Council at 2:30 this afternoon and will address the meeting after the business session is over.

BALTIMORE OPENED.

Kansas City's New Hotel Was Formally Dedicated Yesterday Afternoon.

The Baltimore hotel was opened yesterday afternoon to the public. During the afternoon and evening thousands of visitors attended the reception and inspected the new hostelry. A committee of fifty assisted the management in entertaining the guests. Lobby, vlubrooms and parlors were crowded to their fullest capacity for hours and guided by members of the reception committee the visitors inspected the kitchen, store rooms, machinery rooms and guest rooms.

The third regiment band discoursed music during the afternoon and evening from the Baltimore avenue balcony, and hidden in a wealth of palms in the office balcony the hotel orchestra added sweet strains for the promenading thousands.

It was an auspicious opening and expressions of wonder and admiration were heard on every hand. The interior decoration, done by the architects, Gunn & Curtis, is the most strikig and pleasing feature of the new hotel.

NOW FOR STREET SIGNS.

Lower House Finance Committee Reports Favorably on Ordinance Appropriating $4,000.

The lower house finance committee yesterday reported favorably on an ordinance, introduced last year, appropriating $4,000 for street signs. There is already in the upper house an ordinance appropriating $4,500 for the same purpose.

Manufacturers' Meeting Postponed.

The meeting of the directors of the Manufacturers' Association, set for last evening, was postponed until Monday evening on account of a quorum not being present. President Dickey was absent from the meeting because of the sickness of two of his children.

The Trouble

is at the roots. Clipping the ends of the hair is liketreating thebranches of a tree with rotten roots. You must strike at the source.

Seven Sutherland Sisters'

preparations strikedeep. They invigorate the roots—feed them. This gives life, beauty—grace to the hair. Everyone should use them.

SOLD EVERYWHERE.

MUNYON'S

I will guarantee that my Kidney Cure will cure 90 per cent. of all forms of kidney complaint and in many instances the most serious forms of Bright's disease. If the disease is complicated send a four-ounce vial of urine. We will analyze it and advise you free what to do.

MUNYON.

At all druggists, 25c. a vial. Guide to Health and medical advice free. 1505 Arch st., Phila.

KIDNEY CURE

ARMY BIDS HERE.

Kansas City May Help Supply $1,500,000 Worth of Clothing, Tents, Etc.

Manufacturers of Kansas City and the West are to be given an opportunity to submit bids on $1,500,000 worth of goods to be sold the war department at Washington in the next two weeks.

The goods that are to be supplied the government will consist of clothing, hardware, tehts, tent material, musical instruments, stationery supplies, tools, flags and bedding. Bids for this stuff will be advertised for in Chicago, Boston and Philadelphia.

Heretofore the East had almost a monopoly on the government supply business. Although Western manufacturers had a right to submit their bids, the advertisements appeared in the Eastern papers only, and by the time they were noticed by Chicago or Kansas City firms, the receiving of bids had been closed. The present movement by the government is regarded by local manufacturers as one very favorable to them and to Kansas City. J. K. Burnham, manufacturer of clothing, and John Conover, of the hardware firm, are both preparing to look into the matter and submit bids.

"We used to supply stuff for the station at Fort Leavenworth and for the Indians," said Mr. John Conover, of Richards & Conover, "but for the last five or six years we've had very little of it to do. Of course, large bids of that kind are worth a city's while to struggle for. The only disadvantage about them is the long time it usually takes for the government to accept a bid. Meanwhile the price of the goods bid upon may have increased so that there is no profit or even a loss. There is never a large profit on such contracts. Many bid and the figures must be close."

Mr. J. K. Burnham, of Burnham, Hanna, Munger & Co., was of much the same opinion as Mr. Conover. He thought Kansas City ought to be able to obtain its share of bids in the clothing and tent line.

"We have occasionally secured bids on clothing for the Indians and for the army, but could handle considerable more of such contracts. While the margin is not large, the goods are put up in such large quantities that it is profitable after all. I see no reason why Kansas City shouldn't do more of this sort of business."

LINSEED AND CASTOR OIL MILL

H. H. Clark Going Ahead on His Property in Armourdale—Will Spend $50,000 to $75,000.

Kansas City's advantages are drawing manufacturing enterprises here without any inducements, bonuses or exemptions being offered. This is the case with the linseed and castor oil mill mentioned some weeks ago and soon to begin operations in Armourdale. A number of other large enterprises are in prospect, attracted by the same advantages which drew the oil mill.

In the matter of the oil mill, Kansas City is so near the great fields of the castor bean in Kansas and Oklahoma and so near where flax is raised in large quantities that H. H. Clark, the proprietor, calculates that he will save $8,000 to $10,000 annually in freights over the location in Decatur, Ill., where he has been operating.

Mr. Clark is going right to work on the old Industrial Iron works plant in Armourdale, which he recently purchased, to convert it into an oilmaking property.

There are five buildings already on the ground which will be utilized and yesterday Mr. Clark let contracts for the building of a sixth, a brick and frame flaxseed elevator 41x53 feet in size and 65 feet high. The elevator will have a capacity of 100,000 bushels and will cost about $15,000. In building this, remodeling the other building and putting in fine machinery for crushing the flaxseed and castor beans, Mr. Clark will expend in all $50,000 to $75,000. There will be six flaxseed presses and four castor oil presses, the plant having a capacity for crushing about 150,000 bushels of flaxseed annually and probably half that amount of castor beans.

The plant is located on a Union Pacific track and a half mile track is to be built to connect it with the Kansas City Belt line. It is expected the plant will begin the work of oil making the latter part of August or, at the latest, by September 1.

EARLY SETTLERS GATHERED.

Despite Unauthorized Announcement of Postponement, the Picnic Was Not a Failure.

Despite an unauthorized announcement that the picnic had been postponed, quite a number of early settlers assembled at Fairmount park yesterday and had an enjoyable time. Representative early settlers were present from Clay, Jackson and Wyandotte counties, as well as from Kansas City.

The meeting was presided over by Louis Hammerslough. Wallace Laws made an interesting address. Captain S. C. Ragan spoke of the "boys and girls" who had grown up around him, calling themselves "early settlers." D. A. Williams told of the aims and objects of the society and a number present handed in their applications for membership to be voted on at the regular meeting the first Saturday in July.

Mr. Hammerslough presented to the society a picture, "The Prairie Fire," painted by the artist, Barse, and valued at $1,000. The picture created much interest, not only for its merit, but because the celebrated painter whose work it is was once a Kansas City boy.

On motion of Joseph Lowrie a committee of three was appointed to select a day and make announcement of another picnic because of the disappointment to many owing to the erroneous announcement of postponement of yesterday's affair. The committee consists of George M. Chase, Joseph Lowrie and D. A. Williams. At the picnic a paper prepared by Mr. Bower for yesterday will be read, when all will have opportunity for enjoying it.

LIKE KANSAS WHEAT.

Sas Romer, of Antwerp, Says Hard Winter Wheat Is in Demand in Europe.

Sas Romer, of Antwerp, an importer of grain from this country, is in Kansas City to establish connections with local firms for the extension and improvement of his business. He has visited several other large grain shipping points since his arrival in this country three weeks ago. It is his first trip to this country and he is greatly pleased with the prospects for improving his business from original exporting points. Antwerp receives more wheat from this country every year, he says, and competition is increasing. Kansas hard wheat is in demand and its reputation is better than other strength giving wheat from this country.

Labor Notes.

The Machine Woodworkers' union last night re-elected its old list of officers for the ensuing year.

The Pork Butchers will hold their annual picnic to-day at the City garden, at Twentieth street and Grand avenue.

"Blue Label" union made cigars were indorsed yesterday at the meeting of the district 14 delegates, in convention here to prepare a scale of wages for submitting at the Pittsburg conference.

President Gompers, of the American Federation of Labor, will reach Kansas City on his Western trip next Wednesday, the 14th, and that evening will visit the unions in session at labor headquarters.

"Men are so illogical."

"What do you mean?"

"Why, those four men disputed over a doctor's bill. They banged each other all up, and that made more work for the doctors."

SEVENTH ANNUAL (?)

KANSAS CITY PASSENGER MEN GO TO FAIRMOUNT PARK.

A Memorable Event—George Foote Occupied the Chair—A Fin de Siecle Lunch—Speeches and Song.

The annual outing of the Kansas City passenger men took place yesterday at Fairmount park. About 350 invitations were extended to passenger men in different parts of the country and yesterday when "Fighting Joe" Hooker counted the plates there were just 117 who had responded. The party left the Fifteenth street depot of the Metropolitan railway at 1 o'clock and were taken to the scene of intended disaster in a special car. Fighting Joe, Alex Hilton and the commissary had preceded the crowd by an hour and when the party arrived the table was spread. Immediately upon arrival the boys fell to and the manner in which cold chicken and other cold things, both liquid and solid, disappeared would have made the uninitiated think that a passenger man only got one square meal a week. The lunch took the best part of an hour and then Alex Hilton, the president of Kansas City Passenger Men's Entertainment Club, welcomed the guests and introduced the chairman of the day, the right honorable kingofthewalk, George H. Foote, and for the next three hours the fun was contagious.

GEORGE H. FOOTE, CHAIRMAN.

In his reference to the Kansas City Passenger Men's Entertainment Club, Mr. Foote designated it as a cyclonic body in that it took up a fellow and blew him in and then, to make matters even, blew him out. Mr. Foote's official headquarters are in Polk county, Ia., but other than being necessary to the coming speaker of the house in repairing some fences and laying some wires, all his deeds of valor have been performed on the sacred soil of Missouri—and then he called for an apollonaris split, his "mout' was dhry."

Letters of regret were read from those who found it impossible to attend, among them being one from H. C. Townsend, general passenger agent for the Missouri Pacific, who said that while he regretted very much that other business engagements compelled him to send his regrets, Mr. Payne would, along with others, ably represent the Missouri Pacific, especially as Mr. Payne had been taking on flesh lately and wanted to work some of it off. It is unnecessary to state Mr. Payne worked.

Speeches fitting the event were made by Messrs. J. M. Chesbrough, C. L. Hilleary, B. H. Payne, H. C. Orr, W. N. McDearmon, A. Hilton, E. J. Sanford, "Billy" Welch, James Donohue, E. L. Gates, Len Banks, George Andrews, E. S. Jewett and others. Samuel Boyd Middleton, the dispenser of the club, made an address in which Webster and Worcester ran a neck and neck race for supremacy. It is sufficient to say that Sam's language at times was wild and weird and contained combinations of syllables that would have made the makers of the Century dictionary think that there were words in the English language that they missed. His effort was applauded. Mister O'Hara, a warm personal friend of the chairman's, appeared on the scene and was introduced. His remarks were brief and to the point. He took a cigar and smiled.

The secretary read "a node" to the passenger men, which is from the typewriter of a well known railroad man. However, its beauty should not be lost and it is given in its entirety:

How big was Alexander, Pa?
Great as the Big Four Route?
Was he strong as any Lyon,
And have as big a Foote—

His eyes like Shields Shine in the sun
With Hughes of Brown and Green?
Did his long sword have A Hilton
The best that e'er was seen?

No my (David) son!

Avery small man he, 'tis said,
Compared with Railroad men,
More like a Woolfe in size of head,
With only half their brain.

Place your Betts on the Ticket man
If he gets in a Hough;
Crossing bridges he'll lead the van
As do our Riders Rough.

He'll hang his hopes on Hagenbuch
And wade the rivers through,
For he's the leader of the push,
And always gets there, too.

A Brick-er anything that hits,
Bowes and arrows or stones,
They'd use to give Aguinaldo Fitz—
Send him to Davy Jones.

Some may think you have your Price,
Not all Goodrich may be;
But all have money in the Banks,
Are Proud(o)ft we see.

Not each of you a Garland has
Ready to deck your B(ur)rows,
But all in quiet Harmon-y
Live undisturbed by rows.

Here then is to the genial crowd,
McDearmon, Millspaugh, Marley,
Moffat, Lincoln, Cooper, Stroud,
Janney, Andrews, Frawley.

And all the oth'rs whose names won't rhyme
Humphrey, Foley, Moies,
They're all in it and up to time,
With Jewett, Hain and Reese.

Charlie Styles, the sweet singer of the Missouri, sang several catchy songs, in which he was assisted by Benton Quick and the crowd, in fact, the singing did not stop until long after the picnic became a memory. Samuel Boyd Middleton also gave evidence of knowing a few verses and as the clock chimed the hour of 6, the party started for the city, visiting the Baltimore hotel, and finished one of the most memorable days in the history of the club at the Elks. Among those present were:

W. L. Flannelly, traveling passenger agent of the Louisville, Evansville & St. Louis at St. Louis; B. H. Payne, assistant general passenger agent for the Missouri Pacific at St. Louis; J. M. Chesbrough, general passenger agent for the Vandalia at St. Louis; C. L. Hilleary, assistant general passenger agent, and W. G. Knittle, traveling passenger agent, for the Big Four at St. Louis; E. L. Gates, news editor of the Modern Miller, at St. Louis; J. A. Ross, ticket agent for the Union Pacific at Lawrence; Benton Quick, passenger agent for the Missouri Pacific at St. Joseph; C. E. Styles, passenger agent for the Missouri Pacific at Atchison; C. L. Seagraves, traveling passenger agent, and E. J. Shakeshaft, of the Santa Fe, at Topeka; H. N. Garland, H. C. Shields and Alex Montville, of the Wabash; C. W. Alexander, J. J. Shine, L. J. Bricker and J. C. Bramhall, of the Burlington; A. Hilton, L. D. Cooper, S. B. Middleton and W. W. Betts, of the Chicago & Alton; E. S. Jewett, J. H. Lyon, P. C. Lyon, Frank Etter and Charles Jewell, of the Missouri Pacific; A. C. Burrows and George W. Lincoln, of the Chicago Great Western; C. W. Hagenbuch and L. F. Bacon, of the Santa Fe; J. B. Frawley, J. B. Reese and H. K. Proudfit, of the Union Pacific; A. H. Moffet, U. S. G. Hough and G. W. Andrews, of the Rock Island; G. H. Foote, of the Chicago, Milwaukee & St. Paul; H. C. Orr, W. W. Avery, W. D. Dutton, J. H. Morris and W. F. Griffiths, of the Kansas City, Pittsburg & Gulf; J. W. Briggs and L. W. Price, of the "Memphis;" T. J. Fitzgerald, of the Missouri, Kansas & Texas; E. J. Sanford, L. S. Banks, Jack Stroud, Frank Updegraff and M. S. Conrad, of the Union depot; J. C. Lovrien and James Donohue, of the Frisco; O. G. Burroughs and Jerry Brown, of the Grand Island; C. R. Davidson, of the Western Passenger Association; A. L. Fisher, of the Sioux City Route; W. N. McDearmon, veteran; C. C. Cary, of the Southern Pacific; A. C. Goodrich, of the Baltimore & Ohio Southwestern; C. W. Green, of the Big Four; H. H. Marley, of the Michigan Central; R. E. Breeder, of the Erie; H. V. Luyster, of the Denver & Rio Grande; H. H. Mores, of the New York Central; B. P. Humphrey, of the Lake Shore; J. W. Ingold, of the Kansas City, Pittsburg & Gulf; C. J. Simpson, superintendent of the Wagner Sleeping Car Company; W. L. Stevenson, of the Suburban Belt railroad; C. C. Ripley, of the Union Depot Company; E. P. Adams, of the Adams Express Company; D. J. Latchaw, of The Journal; C. G. Baird, of the Coates House; A. B. Richards, of the Postal Telegraph Company, and F. R. McVelty, of the Burlington at St. Joseph.

RESHAPED AN IDIOT'S HEAD.

Bellevue Surgeons Remove Parts of a Child's Skull and Patch It With Celluloid.

From the New York Sun.

Professor Woolsey, assisted by Drs. Christian, Wilson and Nutt, reshaped the skull of an idiot child at Bellevue yesterday in the hope that it will develop intelligence. Half a hundred medical men who witnessed the operation believe the result sought for will be obtained.

The subject was Leo Freedman, 3 years old, whose parents live at 416 West Forty-third street. On April 28, the child was brought to Bellevue by its mother, who told the hospital doctors that it had never shown any signs of intelligence. The doctors have been dieting the child, preparing it for the operation. They concluded that the brain of the child was too large for the skull and that parts of the skull should be removed to ease the brain.

Yesterday Professor Woolsey made an incision in the scalp at the base of the skull and peeled the scalp as far back as the forehead. Two pieces of the skull were then cut out, one on the right side behind the ear being triangular in shape, each side of the triangle measuring three inches. A smaller piece of the skull on the left side was removed. This measured 1¾ inches along each side of the triangle. From each opening the doctors removed substances which seemed to have pressed against the brain, and then they proceeded to build up the openings in the skull, using strips of celluloid and making of it a lattice work resembling the caning used in chair seats. When this work was done the scalp was sewed back in place, and the child was removed from the operating table to a cot. The doctors said last night that it was getting along nicely.

"This is the first time celluloid has been used in an operation of this kind," said the doctor. "I have heard of cases where thin gold was used in the building up process, but it broke at times. The celluloid will be more effective."

WHAT WILL BE HIS TITLE?

Status of Wilhelmina's Consort Under Discussion—"Queen's Husband" or King?

A correspondent writes from The Hague: During my stay here I find a pretty general confirmation of the reports circulated last autumn of the betrothal of Queen Wilhelmina to Prince William of Wied.

It seems, however, the delay in making the news official is due to the complications arising from the marriage of any queen. Will the husband of Wilhelmina be authorized to call himself king? Will he be invested with the prerogatives of a prince consort, or will he retain the rank he held before marriage?

If Prince William of Weid obtained only the title of the "Queen's husband" Dutch law would not consider him a member of the royal family, nor would he enjoy either the rights or privileges of a "Royal Highness." In such a case the Prince of Weid would be merely one of Wilhelmina's subjects, and as such could be summoned before the courts of the kingdom for any crime or misdemeanor, not excepting treason or lese majeste.

Some say that the position is far from enviable, for, with an impulsive, authoritative, decided young woman such as Queen Wilhelmina, a prince consort might fear being accused of treason for, say, an admiring glance at some fair court dame.

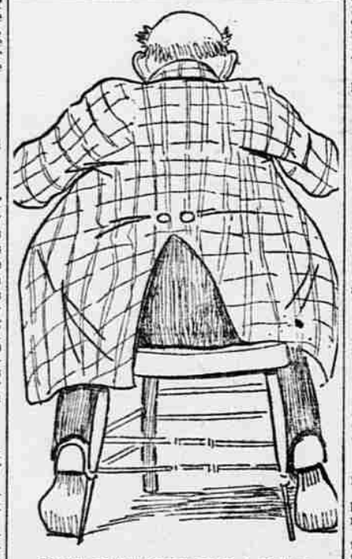
If the Prince of Weid retains the mere title of the "Queen's husband" he will be the seventh in history.

A WEDDING CHEST.

With Its Gift of Rare Linen One Bride Was Made Happy and Contented.

From an Exchange.

At a recent wedding the bridesmaids gave to the bride a chest of linen as a joint present. The chest was a handsome piece of furniture made in quartered oak, finely polished and fitted with compartment trays. Its contents included four sheets and pillow cases of fine linen, hemstitched, and with the bride's initials in small letters at one side just below the hem; a beautiful tablecloth and a dozen dinner napkins, each piece having the bride's initials, and a number of fancy doilies and tray cloths. The embroidery was the work of the donors, a fact which naturally enhanced the value of the gift. Sprigs of lavender were laid away in the folds of the linen, each piece of which was done up in tissue paper, tied with white ribbons, a spray of orange blossoms being fastened to the bow of white ribbon which tied together the cards of the donors.



GLAD IT IS OVER FOR A YEAR.

Lansdale's Friendship With Korea's King.

From the Seattle Post-Intelligencer.

Lieutenant Lansdale, who, with Ensign Monahan, of Spokane, was killed at Samoa, had a rather unique distinction of being a friend of the king of Korea, and nowhere was the grief over his death more genuine than at the court of the hermit empire. The friendship was the result of a peculiar circumstance. Many years ago Lansdale visited Korea on one of the American cruisers. He had a bicycle with him, and when Chemulpo was reached went ashore for a ride. It was the first bicycle the ignorant and superstitious coolies had seen, and they fled at the first sight of the strange man gliding along on it. The king heard of the wonderful machine, and Lansdale received a polite summons to come to Seoul and bring his wheel. He did so, and taught the king to ride. The latter at once ordered a royal collection of wheels, and he and Lansdale took many rides together. They grew to be excellent friends, and the young officer was always a welcome guest at the court. The friendship endured to the end of the life of the officer.

Spade's Advantage.

From the Boston Transcript.

First amateur gardener—"Why do you buy your seeds of Spade instead of Barrow? Are they of better quality?"

Second ditto—"Not that I know of; but the pictures in his catalogue are much finer than those in Barrow's book."

Constipation, Indigestion, Biliousness, Sick Headache, in men, women or children, cured by **BEECHAM'S PILLS**. Get the genuine if you want to be cured. 10 cents & 25 cents, at drug stores.

AMONG THE RAILROADS

CHICAGO-ST. PAUL LINES AGREE NOT TO PAY COMMISSIONS.

Successor to Chairman Caldwell Not Yet Named—Two More Added to the Bunch of Candidates—Immigrant Bureau.

At a meeting of the Chicago-St. Paul lines held yesterday in Chicago, a resolution was introduced to stop paying commissions to brokers in territory east of the Missouri river, binding St. Paul, Minneapolis, Chicago and St. Louis to absolutely maintain tariff rates until the close of the executive session of the Western Passenger Association, which is called for June 21. By that time it is believed that a better understanding will have been reached in regard to maintenance of rates under a new agreement.

While this resolution practically received the assent of all the lines represented, it will require a vote of all absentees to make it operative. It will be forwarded immediately to lines west of the Missouri. If the votes of the absent lines are favorable it is to take effect next Monday at midnight. If not, it is to be referred to the executive committee.

A settlement of other questions that are agitating the Western Passenger Association seem to be as far away as ever. A successor to Chairman Caldwell, who will be satisfactory to all concerned, has not yet been named. Besides those already mentioned the name of Charles Pratt, chairman of the Southwestern bureau, and James Barker, general passenger agent of the Missouri, Kansas & Texas, are being discussed. The former has had considerable experience of the kind necessary to fill the position vacated by Mr. Caldwell. He has the confidence of the officials generally, and is possessed of many characteristics that should make his appointment fitting. James Barker, who was formerly with the Wisconsin Central road, is said to have several strong advocates. He is said to be the best orator, the cleverest letter writer, and the most patient warrior of the group mentioned, and might get the necessary unanimous vote of the association if he would accept the position, which is doubtful. In the end the matter will probably have to go to the executive committee.

The special committee appointed by the association to propose a settlement of the vexing problems could come to no agreement and was discharged, leaving matters just where they were at the beginning. The immigration bureau was one of the chief stumbling blocks. The Union Pacific, the Alton and the Northwestern voted to have the immigration bureau a separate and distinct institution, and on that point had no disagreement with the other lines. But the Santa Fe, Rock Island, Burlington and Missouri Pacific insisted that the chairman of the Western Passenger Association should be likewise chairman of the immigration bureau. The Union Pacific, the Northwestern, the Alton and the Wabash contended that such a connection would be a source of complication.

Another important difference was how the executive committee should handle the immigrant bureau—whether action taken should be unanimous on the part of the committee or whether a majority should rule. There are to be between thirty and forty roads in the agreement, and it proposed that these lines place the entire responsibility on the executive committee, which is composed of seven members. The Santa Fe, Rock Island, Burlington and Missouri Pacific supported the majority rule. The Northwestern, Union Pacific, Alton and Wabash favored unanimous rule.

Another point of difference was found in the proposal to give to Europe what is known as bureau emigrant orders for sale over there in place of individual orders which are now being sold by steamship lines. The Northwestern, Union Pacific, Alton and Wabash insisted that the steamship lines under their control should protect the bureau lines in this respect, while the Santa Fe, Rock Island, Burlington and Missouri Pacific took the opposite view. It is said to be absolutely certain that unless the Union Pacific becomes a member the bureau will be abolished.

Must Not Increase Rates.

The railroad commissioners of Arkansas passed a resolution that the commission make and promulgate rules governing the transportation of freight and demurrage. It was decided to ask all the heads of traffic departments of the various railroads to meet the commission on July 12, at which time the commission and the railroads will take up the matter.

The commission has sent a circular to all the railroads which has an important bearing on the rate situation. It reads:

"It appears that some of the railroad corporations are sending out amendments to tariff sheets increasing rates.

"It is, therefore, ordered by the commission that no amendment to the tariff sheets now on file in this office shall be effective or become operative until approved by the commission and that no increase in rates will be admitted, except by the sanction of the commission and upon approval made to the commission in writing, followed with proof showing the necessity therefor, and the reasonableness of the same."

"Put Me Off at Buffalo."

The Chicago, Rock Island & Pacific has made its arrangements for the hauling of the Shriners who are going to Buffalo. There will be three sleepers and an observation car reserved for the Kansas City contingent, two cars for St. Joseph and one each for Fort Worth and El Reno.

The St. Joseph passengers will come to Kansas City on a special train, arriving this afternoon at 4:30, and the Texas and Oklahoma delegations will arrive to-morrow morning, and will go East to-morrow evening at 7 o'clock, spending one day in Chicago en route.

Simply Met the Rates.

COLUMBUS, O., June 10.—In reply to the numerous interviews that have been appearing in Cleveland and Toledo papers regarding a rate war between the Columbus, Hocking Valley & Toledo and the Ohio Central lines, President Monsarrat, of the Hocking Valley, says there is absolutely no truth in the statements. He claims that his company has done nothing more than meet the rates made by the Toledo and Ohio Central people. He says the Hocking Valley has been compelled to action on the defensive.

Ask for a Million.

ST. LOUIS, June 10.—In chambers to-day Receivers Fordyce and Withers, of the Kansas City, Pittsburg & Gulf railroad, applied to Judge Thayer of the United States circuit court for permission to issue $1,000,000 of receivers' certificates. That amount is wanted to make necessary improvements along the line. Judge Thayer was not ready to render a decision in the matter until all interested could be heard. He therefore named June 29 as the date on which the hearing will take place.

Cattle Rates Unchanged.

The trans-Missouri Freight Association adjourned yesterday at Denver without doing anything outside of routine matters, the most important of which was the checking in of the grain rates from points in Kansas and Nebraska to the Mississippi river. The cattle rate question, in which it was determined to change the rates from so many dollars per car to cents per 100 pounds, was passed until the next meeting.

Good second-hand leather extension top carriage for sale cheap. 908 Grove st.

Fell From a Window.

Bob Smith, 25 years old, who works at the Westport mills, was seriously injured last night by falling from a window in Mrs. Mary Raynor's rooming house, at 108 East Third street, to the ground, about twenty feet below. At 12:30 he went there intoxicated and in an hour he had fallen out of the window in the second story and broken his back in three places. He is not expected to live. Officers West and Malloy reported that at Third and Grand three Germans passed them and were talking about someone who had been pushed out of a window in a rooming house. The case will be investigated.

Local Improvements Suggested.

From the Denver Post.

The members of a girls' club of Boston are protesting against the placing of electric lights in the immediate vicinity of park benches. They should also demand that a portiere be hung over the moon, and that the stars be prohibited from shining upon the park bench pictures.

Plenty of Business.

From the Chicago News.

Justice Honks—"Just think! In Portugal a boy may marry when he's 14 and a girl when she is 12.

Lawyer Spriggs—"Say, let's you and me form a partnership with some good divorce judge and go over there."

MADE HIM EAT HIS LETTER.

Married Man's Revenge on a Practical Joker Who Had Caused Trouble.

From the New York Journal.

Somewhere in his interior Albert Waugh harbors a lump of desiccated note paper, flavored with violet ink. He swears that he feels it there still, although a couple of days have elapsed since he made a meal of it under compulsion.

By consulting a patent medicine almanac he has learned how long it takes to digest beef, mutton, Welsh rarebit and other recognized articles of diet; but this authority is silent on the subject of paper and ink. Albert Waugh admits, however, that whatever its nutritive properties the regimen in question is a sure specific for the practical joking habit.

In its original form, Waugh's meal was a high-brown love letter written by himself in a feminine hand, unsigned, and addressed to his comrade and neighbor, John Watkins, a young married man. Inclosed in the envelope was the photograph of a very attractive girl. Waugh did not know who she was, for the picture had fallen into his hands by chance. Across the back he wrote: "To the only one I love."

Since he and Watkins worked side by side in the mill of the Paterson Silk Company it was an easy matter to slip the letter into the pocket of the latter's coat. That was a week ago. Watkins did not find the letter and next day he put on a lighter coat. Waugh, who lived near him in Twenty-second avenue, Paterson, N. J., was all impatience at perceiving no effects from his "joke."

Mrs. Watkins began on Friday to prepare for a trip to New Haven. In tidying away her husband's clothes she picked up the discarded coat and out fell the letter. In it was a reference to her approaching trip, which would, the writer said, enable Watkins and his correspondent to give free rein to their impulses.

The stupefied wife recognized the photograph as that of an acquaintance of hers, and that made one painful scene. Next she sought out her husband, and that made another. Instead of going to New Haven, Mrs. Watkins returned to the home of her parents, utterly miserable.

These things reached the ears of Waugh, and he was seized with a desire to repair the injury he had wrought. Finding his friend's wife, therefore, he made a clean breast of his guilt.

That confession reunited Watkins and his wife, but the silk weaver had suffered and he vowed to have Mosaic vengeance. Encountering Waugh near the mill on Saturday, he produced the letter and photograph and commanded the practical joker to eat them, drawing a pistol to enforce the demand. Waugh obeyed meekly enough so far as the letter was concerned, but when it came to the photograph his stomach revolted. Watkins gave him a sound punching, after demonstrating that the pistol was not loaded.

Waugh, groaning from indigestion and bruises, made a charge of assault and battery yesterday before Justice Sherry. Watkins took the prosecution coolly, expressing confidence that no jury composed of a fair proportion of married men would convict him.

COLONEL JOHN S. MOSBY.

He Tells of His Application to Serve in the War With Spain.

From the Portland Oregonian.

Colonel J. S. Mosby, who during the civil war was one of the most brilliant of Confederate raiders, but who is now a prominent attorney in San Francisco, and a gold standard Republican, is in Portland on legal business.

When asked whom he considered the greatest man the present war had produced, he replied at once: "Dewey. He is not only a fine soldier, but a fine gentleman. He is more like Grant and Lee than any one else I know of. He is modest, which is always a mark of real greatness."

When the war with Spain broke out Colonel Mosby wrote to General Miles and offered his services to his country, not asking any special position, but willing to accept whatever might be offered him. General Miles replied that he would be very glad to recommend him for a position, but suggested that, inasmuch as political influence was important in securing commands, he write to the senators from California and ask them to recommend him to the president.

This he declined to do. He had no other recommendation than his war record, he said, and he thought it would be absurd for a man who had been indorsed by such men as Robert E. Lee and Ulysses S. Grant to ask a couple of senators to recommend him for a commission. When he met McKinley some time after his inauguration and told the president who he was the president said, laughingly:

"Well, colonel, you made me more miserable during the war than any other man I know of."

"I trust I have atoned for it now, Mr. President," replied the colonel, "for I both voted and worked for your election."

"I did not think it necessary," he continued, referring to the incident, "to ask a couple of senators to try to get me a commission, when McKinley knew me before he ever heard of them. I have learned since that the fact that I was recommended by General Miles antagonized Alger. I did not then know of the enmity between them."

A Cuban Railway.

Franklin Matthews, in Harper's Weekly.

When one wishes to leave Havana by rail to see something of the real Cuba—say, to take a trip to Pinar del Rio or to Cienfuegos—he must get up very early. The through trains leave at 6 o'clock in the morning. I asked the chief engineer of the railroad to Pinar del Rio why so early a start was made for a town only 109 miles away, and he said it was so as to get back the same day.

The American traveler is not only likely to grumble when he is compelled to hurry to the station in the thick gloom of the early morning, but when he reaches the station and finds that he must pay about 5 cents a mile in gold, and from 7 to 8 cents a mile in Spanish silver, to ride in the back breaking cars known as first-class carriages, and that for an ordinary trunk he must pay about half fare, he is inclined to scoff at the primitive mode of travel, and to long for the luxury of even stage-coach journeying on a Western mountain road. The amazing amount of computation by the ticket agent before he sells a ticket, the smoky lamps, the three preliminary tootings by the engine before the train starts, the final ringing of a bell by the baggage master as a signal that the train really is going, the crowded condition of the aisles, choked with luggage for which the passengers do not care to pay toll, and every man in the train, from the conductor down to the barefooted brakeman, smoking tobacco of varying excellence—all this is likely to weary the American traveler, used to the luxury of Pullman cars. A few hard jolts soon after the train leaves the station bring up to the imagination the prospect of a miserable trip, and one is inclined at the very outset to rail at the crudities of travel by cars in the island of Cuba.

Marriage Among the Deaf.

Dr. Edward Allen Fay, professor of languages in Gallaudet college and editor of the American annals of the Deaf, details the results of an inquiry into the results of marriages of the deaf in America, undertaken under the conjunction of the Volta bureau and prosecuted in conjunction with the eleventh census of the United States.

The total number of marriages of the deaf in the United States and Canada, one or both partners being deaf, concerning which trustworthy returns, more or less complete, were received, was 4,504. It appears that marriage is more common among the deaf in America than in Europe. The number of marriages in each decade of the present century has increased from 1 in the first to 1,017 in the ninth. There is a greater tendency on the part of the deaf to marry one another rather than hearing persons, as a result of natural selection.

The proportion of children born deaf is greater in the offspring of deaf than in those of hearing parents, although marriages of deaf persons are far more likely to result in normal children than in deaf children. A smaller percentage of marriages result in deaf offspring, however, when both parents are deaf than when only one is deaf. The percentage of divorces and separations is far less after marriages in which both the partners are deaf than when only one is deaf.

Deafness Cannot Be Cured

By local applications, as they cannot reach the diseased portion of the ear. There is only one way to cure deafness, and that is by constitutional remedies. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube gets inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed, deafness is the result, and unless the inflammation can be taken out and this tube restored to its normal condition, hearing will be destroyed forever; nine cases out of ten are caused by catarrh, which is nothing but an inflamed condition of the mucous surfaces.

We will give One Hundred Dollars for any case of deafness (caused by catar