Lexington Weekly Intelligencer.

VOL. 17. LEXINGTON, MISSOURI, SATURDAY, APRIL 2, 1887. No. 8.

ATTORNEYS.

JOHN S. BLACKWELL,

ATTORNEY AT LAW. Will practice in all the courts of the state. Prompt attention given to all business entrusted to my care. Office in Masonic building over Trigg & Shield's store. jan1y1

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ATTORNEY-AT-LAW. Will give prompt attention to all business entrusted to his care. Will practice in all the courts, except the Probate Courts of Lafayette county. dec1y1

HENRY C. WALLACE. WM. H. CHILES.

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ATTORNEYS AND COUNSELLORS AT Law, Lexington, Mo. Office, front room over the "Lexington Savings' Bank," opposite the court house. Will practice in the courts of Lafayette and surrounding counties, and also in the supreme court of the state of Missouri, and the U. S. Circuit and District courts for the Western District of Missouri.

T. S. CHANDLER,

ATTORNEY-AT-LAW, Lexington, Mo., will practice in the circuit and other courts of Lafayette and adjoining counties. Being thoroughly familiar with the course of business before the executive departments at Washington, D. C., will give special attention to all matters before the Patent office, General Land office, War, Interior, and other department. Office over Grimes & Venable's. may

MEDICAL.

DR. F. COOLEY.

HAS RE-OPENED A SUITE OF OFFICE Parlors over Philip Keller's clothing store, Lexington, Mo., his old home, where he will be pleased to meet with his many old friends and all others who may see fit to call upon him. Call and examine his apparatus for treating catarrh. Also his Galvanic and Faradic battery. Office hours: 9 a. m. to 12 m., 2 to 4 p. m. and from 7 to 9 p. m. mch5 87tf

W. J. McDONALD, M. D.

PHYSICIAN AND SURGEON, Lexington, Mo. Office over Kriehn & Meyers' shoe store. Calls may be left at Caplea' drug store, Main street. Residence corner of Sixteenth and Main streets. nov27y1

DR. T. L. BOLTON,

PHYSICIAN AND SURGEON, has removed from his old stand to back room over Kriehn & Meyer's shoe store. Hemorrhoids a specialty. Residence near Baptist College, first house south of the park. feb7m13

DR. P. H. CHAMBERS,

PHYSICIAN & SURGEON, office opposite courthouse, over Graham & Morrison's store. Residence: At the Benj. Chinn house on Ash street. jan16-1y

DENTIST.

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Home-Made Spring Wagons,

warranted in every particular. Call and examine wagons and get prices before purchasing elsewhere, and encourage home mechanics when you can do as well or better with your money by purchasing here. june26y1

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I was attacked, last winter, with a severe Cold, which, from exposure, grew worse and finally settled on my Lungs. By night sweats I was reduced almost to a skeleton. My Cough was incessant, and I frequently spit blood. My physician told me to give up business, or I would not live a month. After taking various remedies without relief, I was finally

Cured By Using

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For years I was in a decline. I had weak lungs, and suffered from Bronchitis and Catarrh. Ayer's Cherry Pectoral restored me to health, and I have been for a long time comparatively vigorous. In case of a sudden cold I always resort to the Pectoral, and find speedy relief. —Edward E. Curtis, Richland, Vt.

Two years ago I suffered from a severe Bronchitis. The physician attending me became fearful that the disease would terminate in Pneumonia. After trying various medicines, without benefit, he finally prescribed Ayer's Cherry Pectoral, which relieved me at once. I continued to take this medicine a short time, and was cured. —Ernest Colvin, Logansport, Ind.

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It is of great value in Change of life.

Its use during pregnancy will greatly relieve the pains of motherhood and insure a speedy recovery.

It is pleasant to the taste, and may be taken at all times with safety.

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Merrell's Female Tonic is Recommended by Doctors.

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ALEX. A. LESUEUR, - - - - EDITOR

ETHAN ALLEN, - - BUSINESS MANAGER.

HOUSE BILL 620 AS IT WAS AFTER AMENDMENT AND WHEN IT FAILED TO PASS THE HOUSE.

AN ACT TO REGULATE RAILROAD CORPORATIONS; TO PREVENT POOLING EXTORTION, AND UNJUST DISCRIMINATION IN TRANSPORTATION OF FREIGHTS ON RAILROADS IN THIS STATE, AND TO PUNISH THE SAME, AND TO PRESCRIBE A MODE OF PROCEDURE AND RULES OF EVIDENCE IN RELATION THERETO, AND TO REPEAL SECTIONS 833, 834 AND 842 OF THE REVISED STATUTES OF MISSOURI, 1879.

Be it enacted by the General Assembly of the State of Missouri, as follows:—

Section 1. If any railroad corporation organized or doing business in this state, under any act of incorporation or general law of this state now in force, or which may hereafter be enacted, or any railroad corporation organized, or which may hereafter be organized under the laws of any other state, and doing business in this state, shall charge, collect, demand or receive more than a fair and reasonable rate of toll or compensation for the transportation of freight of any description, or for the use and transportation of any railroad car upon its track, or any of the branches thereof, or upon any railroad within this state, which it has the right, license or permission to use, operate or control, the same shall be deemed guilty of extortion, and upon conviction thereof shall be liable to the forfeitures and penalties hereinafter provided.

Sec. 2. If any such railroad corporation aforesaid shall make any unjust discrimination in its rates or charges of toll or compensation for the transportation of freight of any description, or for the use and transportation of any railroad car upon its said road, or upon any of the branches thereof, or upon any railroad connected therewith, which it has the right, license or permission to operate, control or use within this state, the same shall be deemed guilty of having violated the provisions of this act, and upon conviction thereof shall be liable to the forfeitures and penalties hereinafter provided.

Sec. 3. If any such railroad corporation shall charge, collect, demand or receive for the transportation of any freight of any description upon its railroad for any distance within this state, a greater amount of toll or compensation than is at the same time charged, collected, demanded or received for the transportation of any like quantity of freight of the same class, over a greater distance of the same railroad, or if it shall charge, collect, demand or receive from any person or persons a higher or greater amount of toll or compensation than it shall at the same time charge, collect, demand or receive from any other person or persons for receiving, handling or delivering freight of the same class and like quantity at the same point upon its railroad; or if it shall charge, collect, demand or receive from any person or persons for the transportation of any freight upon its railroad a higher or greater rate of toll or compensation than it shall at the same time charge collect, demand or receive from any other person or persons for transportation of the like quantity of freight of the same class over equal distances of the same railroad; or if it shall charge, collect, demand or receive from any person or persons for the use and transportation of any railroad car or cars upon its railroad for any distance, a greater amount of toll or compensation than is at the same time charged, collected, demanded or received from any other person or persons for the use and transportation of any railroad car of the same class or number for a like purpose, being transported over a greater distance of the same railroad; or if it shall charge, collect, demand or receive from any person or persons for the use and transportation of any railroad car or cars upon its railroad a higher or greater rate of toll or compensation than it shall at the same time charge, collect, demand or receive from any other person or persons for the use and transportation of any railroad car or cars of the same class or number for a like purpose, over an equal distance of the same railroad; or if it shall charge, collect, demand or receive more for transporting a single car of freight than it at the same time charges, collects, demands or receives per car for several cars of a like class of freight over the same railroad for the same distance; all such discriminating rates, charges, collections or receipts, whether made directly or by means of any rebate, drawback, or other shift or evasion, shall be deemed and taken against such railroad corporation as *prima facie* evidence of the unjust discrimination prohibited by the provisions of this act; and it shall not be deemed a sufficient excuse or justification of such discriminations on the part of such railroad corporation that the railway station or point at which it shall charge, collect, demand or receive less rates of toll or compensation for the transportation of such freight, or for the use and transportation of such railroad car the greater distance than for the shorter distance, is a railway station or point at which there exists competition with any other railroad or means of transportation. This section shall not be construed so as to exclude other evidence tending to show any unjust discrimination in freight rates, nor as authorizing any railroad corporation within the terms of this act to charge, demand, collect or receive as great compensation for a shorter as for a longer distance. The provisions of this section shall extend and apply to any railroad, the branches thereof, and any road or roads which any railroad corporation has the right, license or permission to use, operate or control, wholly or in part, within this state: *Provided*, that nothing contained in this section shall apply to interstate commerce, nor shall anything in this act apply to the carriage, storage or handling of property, free or at reduced rates for the United States, for the state of Missouri, or for any municipal or charitable purpose, or to or from fairs and expositions for exhibition thereat.

Sec. 4. The railroad commissioners are hereby directed to make for each of the railroad corporations doing business in this state, as soon as practicable a schedule of reasonable maximum rates of charges for the transportation of freights and cars on each of said railroads; said schedule shall include rates of charges for freights and cars transported over connecting lines, so that the rate shall be continuous from the point of shipment to the point of destination, and shall not be greater than for a like distance over either of such connecting lines: *Provided*, that said schedules may make due allowance for necessary terminal expense at such connecting station, and shall also make rates of charges for all uses and services, which may be required of any railroad corporation or common carrier. When any such schedule shall have been made as aforesaid it shall be the duty of the commissioners to cause the same to be printed as other printing for the state is done in convenient form, and in sufficient quantities for distribution to the public, and for the use of their office. A certified copy of such schedule shall be by such commissioners served on each and every railroad corporation to be affected thereby; such service may be made by mailing such copy to the president or any other chief officer or agent of such corporation or by any other mode the commissioners may deem best to secure a safe and speedy delivery thereof; the fact of such service, the date and mode thereof, shall be entered of record by the commissioners. Upon receipt of such copy the corporation shall immediately cause the same to be printed in large type of at least the size of ordinary pica, and post copies thereof in conspicuous places in all depots and other places where freights are received for transportation. Said commissioners shall from time to time, and as often as circumstances may require, revise or change any such schedule, and shall, in their discretion, cause either the entire schedule, as revised, or a schedule containing only the changes made by them in the original schedule, to be printed, served and distributed in the same manner as in the original schedule. The copies of any schedule, purporting to be printed under the provisions of this act, shall be *prima facie* evidence of the schedule of rates made by the commissioners, and that the copies thereof have been served as required by this section on the railroad company affected thereby: Any schedule made in pursuance of this section shall, in all suits brought against any such railroad corporation, wherein is in any way involved the charges of any such railroad corporation, for the transportation of any freights or cars, or unjust discrimination in relation thereto, be deemed and taken in all courts of this state as *prima facie* evidence that the rates therein made are reasonable maximum rates of charges for transportation of freights and cars upon the railroads for which schedules have been made. The rates set forth in any such schedule shall take effect and be in force from and after the twentieth day following the date of service thereof.

Sec. 5. It shall be unlawful for any railroad corporation, organized or doing business in this state, to enter into any combination, contract or agreement, expressed or implied, to prevent, by any change of time-schedule, carriage in different cars, or by other means or devices, the carriage of freights from being continuous from the place of shipment to the place of destination; and no break of bulk, stoppage or interruption made by such corporation shall prevent the carriage of freights from being and being treated as one continuous carriage from the place of shipment to the place of destination, unless such break, stoppage or interruption was made in good faith for some necessary purpose, and without any intent to avoid or unnecessarily interrupt such continuous carriage, or to evade any of the provisions of this act.

Sec. 6. It shall be the duty of every railroad corporation in this state to receive at its depots, elevators, warehouses, side-tracks, switches, stopping or loading places, or at any customary place for receiving freights, all freights, live stock, goods, wares and merchandise of any and all kinds offered at such place or places, by any person, company or corporation, and shall, upon application or request of any person, company or corporation, furnish at said depots, elevators, warehouses, side tracks, switches, stopping or loading places, or any customary place for receiving passengers or freight, without unreasonable delay, all cars, conveniences and facilities requisite and necessary for loading and transporting the same, and shall impartially and without unreasonable delay, transport the same to its destination. Whenever any railroad corporation shall fail, neglect or refuse to furnish within a reasonable time after demand made of a station agent, sufficient cars to supply any party desiring to ship property, then such party shall have the right to furnish cars which shall then and thereafter be switched and hauled to their destination and returned without unreasonable delay or unjust discrimination in any manner between such cars and cars belonging to the corporation or any other person. Any party furnishing cars as aforesaid shall pay to the railroad corporation a reasonable compensation for the service rendered; and in case an agreement cannot be reached as to such compensation, the railroad commisioners shall fix the same; and when such compensation has been so fixed it shall be *prima facie* evidence that the same is reasonable. Any railroad corporation violating any of the provisions or this section shall be liable to the forfeitures and penalties hereinafter provided.

Sec. 7. All railroad companies in this state shall, on demand, issue duplicate freight receipts to shippers in which shall be stated the class or classes of freight shipped, the freight charges over the road giving the receipt, and so far as practicable, shall state the freight charges over other roads that carry such freight. When the consignee presents the railroad receipts to the agent of the railroad that delivers such freight, such agent shall deliver the article shipped on payment of the amount named in the receipt: *Provided*, that the consignee shall not be required to produce such receipt. Any railroad corporation violating any provision of this section, shall be liable to the forfeitures and penalties hereinafter provided.

Sec 8. Any officer, agent or employe of any railroad corporation who shall make, issue or deliver any false or fraudulent freight receipt, or bill of lading, shall be deemed guilty of a misdemeanor, and on conviction thereof, be confined in the county jail not more than one year.

Sec 9. If any officer, director, agent or employe of any railroad corporation shall agree, contract, or make any sort of arrangement with any person or persons, by the operation of which any freight is taken out of this state into an adjoining state or territory, to be shipped back to any point in this state for the purpose of evading, avoiding or violating any of the provisions of this act, such officer, director, agent or employe, and such person or persons so agreeing, contracting or making such arrangement, shall be deemed guilty of a misdemeanor, and upon conviction thereof, shall be imprisoned in the county jail not more than one year.

Sec. 10. It shall be unlawful for any railroad corporation to require of or compel any shipper or any person or persons offering to ship any freight, goods, merchandise, live stock or grain, to sign any written or printed contract or memorandum releasing any such corporation from performing its duty, as in this act specified, and any such contract or memorandum purporting to release any such corporation from any duty imposed by the provisions of this act shall be null and void.

Sec 11. It shall be unlawful for any railroad corporation subject to the provisions of this act to make or give any undue or unreasonable preference or advantage to any particular person, company, firm, corporation or locality, or any particular description of traffic, in any respect whatsoever, or to subject any particular person, company, firm, corporation or locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect whatsoever. All railroad corporations subject to the provisions of this act shall, according to their respective powers, afford all reasonable, proper and equal facilities for the interchange of traffic between their respective lines, and for the receiving, forwarding and delivering of property to and from their several lines and those connecting therewith, and shall not discriminate in their rates and charges between such connecting lines.

Sec. 12. If any railroad corporation subject to the provisions of this act, shall enter into any contract, agreement or combination with any other railroad corporation or corporations, for the pooling of freights of different and competing railroads, or to divide between them the aggregate or net proceeds of the earnings of such railroads, or any portion thereof, or shall employ, keep or maintain any officer, agent or employe in this state or elsewhere for the purpose of equalizing between or among them any such tonnage or earnings, or in any other way impede or obstruct free competition between or among such railroad corporations in this state, the same shall be declared guilty of having violated the provisions of this act, and upon conviction thereof shall be liable to the forfeitures and incur the penalties hereinafter provided. And in any case of an agreement for the pooling of freights as aforesaid, each day of its continuance shall be deemed a separate offense.

Sec. 13. No officer, agent or employe of any railroad corporation shall enter into any contract, agreement or combination with any other officer, agent or employe of such railroad corporation, or of any other railroad corporation, to divide between or among themselves, or among such railroad corporations, any freight, tonnage or territory in this state, or any gross or net earnings of such railroad corporation in this state. Any person or persons violating the provisions of this section, or pretending to act as such officer, agent or employe of any pool or combination effected by such violation, or pretending to keep any joint account of or for railroad corporations in this state, or to equalize any freight, tonnage or net or gross earnings, between or among any such railroad corporations in this state for the purpose of any such division, shall be deemed guilty of a felony, and upon conviction thereof, shall be confined in the penitentiary not less than two nor more than ten years.

Sec. 14. It shall be the duty of the railroad commissioners to personally investigate and ascertain whether the provisions of this act are violated by any railroad corporation in this state, and to visit the various stations upon the line of each railroad for that purpose, as often as practicable or necessary, and whenever the facts in any manner ascertained by said commissioners shall, in their judgment, warrant suit or prosecution, it shall be the duty of said commissioners to immediately cause suits to be commenced and prosecuted against any railroad corporation which may violate the provisions of this act. Said commissioners shall receive, investigate and pass upon all complaints of violations of this act as speedily as possible, and in no case of such complaint shall their finding be delayed a longer time than sixty days after the filing of such complaint with them. Said commissioners shall have full power and authority to examine and investigate the books and papers of all the railroad corporations doing business in this state, and to examine all agents and employes of said railroad corporations and other persons under oath or otherwise, in order to procure the necessary information, and to make just and reasonable rates of freight tariffs, or to carry out any of the provisions of this act, and to ascertain if such provisions are observed or violated, and to make necessary and proper rules and regulations concerning such examination, and which rules and regulations herein provided for shall be obeyed and enforced as all other rules and regulations provided for in this act. In any testimony or evidence required by the provisions of this act, the claim that any such testimony or evidence may tend to criminate the person giving such evidence shall not excuse such witness from testifying; but such evidence or testimony shall not be used against such person on the trial of any criminal proceeding. It is hereby made the duty of all sheriffs and constables to serve and make due return of all subpœnas, orders or notices placed in their hands by the railroad commissioners for service, for which they shall be entitled to receive the same fees as they are allowed by law for similar services.

Sec. 15. Every officer, agent, or employe of any railroad company who shall willfully neglect or refuse to furnish any report or information required by the railroad commissioners, as necessary to the purposes of this act, or any person who shall willfully and unlawfully hinder, delay or obstruct said commissioners in the discharge of the duties hereby imposed upon them, shall be deemed guilty of a misdemeanor, and on conviction be fined not less than one hundred nor more than five thousand dollars, or be imprisoned in the county jail not more than one year; or be punished by both such fine and imprisonment.

Sec. 15. In all cases under the provisions of this act the rules of evidence shall be the same as in civil actions except as herein otherwise provided. The net proceeds of all fines, forfeitures and penalties recovered under the provisions of this act shall be paid into the county treasury of the county in which suit is instituted by the person collecting the same, in the manner now provided by law, to the credit of the county public school fund. The remedies hereby given shall be regarded as cumulative to the remedies now given by law against railroad corporations, and this act shall not be construed as repealing any statute giving such remedies except such as conflict with this act. Suits commenced under the provisions of this act shall have precedence in all courts of this state, having jurisdiction of the same, over all other business except criminal business.

Sec. 17. In case the railroad commissioners shall fail or refuse to perform any act or duty required of them by this act, they shall be liable to proceedings in mandamus to compel the performance of such act or duty.

Sec. 18. The forfeitures and penalties herein provided for may be recovered in the name of the state in any court of competent jurisdiction in the county where the offense may occur, or where the complainant may reside, if residing in a county into or through which the railroad runs, or in any county into or through which such railroad runs, or in any county into or through which such railroad runs. It shall be the duty of the attorney-general, and of any circuit attorney or prosecuting attorney of the circuit or county in which said commissioners may desire any such suit instituted, to institute and prosecute the same when directed by the commissioners, and such circuit or prosecuting attorney shall receive for his services, out of the amount collected by the suit, the same compensation which is or may be allowed him by law for collections made on forfeited recognizance. For the purpose of instituting or prosecuting any such suits, the commissioners may employ any other competent attorney of the county where suit is to be brought, who shall receive a reasonable fee of not less than ten nor more than one thousand dollars, to be fixed by the court and taxed as costs in the case. No suit commenced by said commissioners shall be dismissed, except said commissioners and the attorney prosecuting the suit shall consent thereto.

Sec. 19. Any railroad corporation guilty of extortion, or making any unjust discrimination as to freight rates, or rates for the use and transportation of any railroad cars, or in receiving, handling and delivering freights, shall, upon conviction thereof, forfeit and pay a sum not less than one thousand dollars ($1,000) nor more than five thousand dollars ($5,000) for the first offense; not less than five thousand dollars ($5,000) nor more than ten thousand dollars ($10,000) for the second offense; not less than ten thousand dollars ($10,000) nor more than fifteen thousand dollars ($15,000) for each subsequent offense.

Sec. 20. The forfeitures and penalties provided for in the preceding section may be recovered by civil action, in the name of the state of Missouri, and there may be several counts joined in the same petition, as to extortion and unjust discrimination, and as to freight rates and rates for the use and transportation of railroad cars, and for receiving, handling or delivering freights. If upon the trial of any such cause the jury shall find for the state, they shall assess and return with their verdict the amount of the penalty to be imposed upon the defendant at any sum not less than $1,000 nor more than $5,000 for the first offense, and the court shall render judgment accordingly; and if the jury shall find for the state, and that the defendant has been once before found guilty of extortion or unjust discrimination, they shall return such finding with their verdict, and assess and return with their verdict the amount of the penalty to be imposed on the defendant in any sum not less than $5,000 nor more than $10,000, and the court shall render judgment accordingly; and if the jury shall find for the state, and that the defendant has been twice before found guilty of extortion or unjust discrimination, they shall return such finding with their verdict, and shall assess and return with their verdict the amount of the penalty to be imposed on the defendant in any sum not less than $10,000 nor more than $15,000, and in like manner for each subsequent offense the defendant shall be liable to forfeit and pay not less than $10,000 nor more than $15,000: *Provided*, that in all proceedings for the recovery of the penalties for extortion or unjust discrimination a preponderance of evidence in favor of the state shall be sufficient to authorize a verdict and judgment for the state.

Sec. 21. If any railroad corporation shall, in violation of any of the provisions of this act, ask, demand, charge or receive of any person or corporation, any extortionate charge or charges for the transportation of any freights, or for receiving, handling or delivering freights, or shall make any unjust discrimination against any person or corporation in its charges therefor, or shall, in violation of any of the provisions of this act, inflict any wrong or injury on any person or corporation, the person or corporation so offended against may, for each offense, have a right of action and recovery thereof in any court having jurisdiction of the same, and the damages to be recovered shall be the same as in actions between individuals, together with costs of suit and a reasonable attorney's fee, to be fixed by the court, except that in cases of willful violation of law such railroad corporations shall be liable to exemplary damages.

Sec. 22. If any [illegible] shall do, [illegible] any act, [illegible] hibited or [illegible] omit to do any act [illegible] this act required to be done by [illegible] poration, in all cases not herein otherwise provided for, shall, upon conviction thereof, forfeit and pay a sum not less than one thousand dollars nor more than ten thousand dollars.

Sec. 23 If any director, officer, receiver, trustee, lessee, agent, or person acting for or employed by any railroad corporation alone or with any other corporation, company, person or party, shall willfully do, or cause to be done, or shall willingly suffer or permit to be done, any act, matter or thing in this act prohibited or declared to be unlawful, or shall aid or abet therein, or shall willfully omit or fail to do any act matter or thing in this act required to be done, or shall cause or willingly suffer or permit any act, matter or thing so directed or required by this act to be done, not to be so done, or shall aid or abet any such omission or failure, or shall be guilty of any infraction of this act, or shall aid or abet therein, he shall be deemed guilty of a misdemeanor, and shall, upon conviction thereof, in all cases not herein otherwise provided for, be punished by a fine of not more than [illegible] dollars, or by imprisonment in the county jail not more than one year, or by both such fine and imprisonment.

Sec. 24. The terms "railroad corporation" or "railroad company," contained in this act, shall be deemed and taken to mean all corporations, companies or individuals now owning or operating, or which may hereafter own or operate any railroad, in whole or in part, in this state, and the provisions of this act shall apply to all persons, firms and companies, and to all associations of persons, whether incorporated or otherwise, that shall do business as common carriers upon any of the lines of railroad in this state (street railways excepted) the same as to railroad corporations hereinbefore mentioned. The term "railroad," as used in this act, shall include all bridges and ferries used or operated in connection with any railroad, and also all the road in use by any corporation operating a railroad, whether owned or operated under a contract, agreement or lease; and the term "transportation" shall include all instrumentalities of shipment or carriage.

Sec. 25. Sections 833, 834 and 842 of the Revised Statutes of 1879, and only such other acts and parts of acts as are inconsistent with the provisions of this act, are hereby repealed.

THE GOVERNOR'S PROCLAMATION.

EXECUTIVE DEPARTMENT, CITY OF JEFFERSON.

By virtue of the authority in me vested by the constitution of the State of Missouri, I, John S. Marmaduke, governor of the state of Missouri, do hereby convene the Thirty-fourth General Assembly of the state of Missouri in extra session, and I do hereby call upon the senators and representatives of the General Assembly, aforesaid to meet in their respective places in the capitol, in the city of Jefferson, at the hour of 12 o'clock noon, on Wednesday, the eleventh day of May, A. D. 1887, for the following purposes: To provide the legislative enactments necessary or expedient to enforce and execute those laws and principles with reference to railways and