ANOTHER BIG COMBINE ABOUT TO BE MADE.

All Companies in the Bell Telephone System Are Soon to Be Consolidated.

Atlanta, Ga., Nov. 21.—The Journal says: "The Southern Bell Telephone and Telegraph Company and the Cumberland Telephone Company, operating exclusively in the Southern States, are to be consolidated under a single management in the immediate future.

"Following this will occur a grand consolidation of all the Bell systems, including the consolidated companies of the Cumberland Southern Bell, the Chesapeake and Potomac, the Chicago, New York and Boston, and all other systems under the direct management of the American Bell Telephone and Telegraph Company. Headquarters will be in New York. Heretofore the different Bell systems have been under control of separate managements. About a year ago steps were taken looking to the grand combination of all lines under management from New York.

"President James E. Caldwell and General Manager Leland Hume of the Cumberland Telephone and Telegraph Company, which is the Bell organization in Tennessee, left Chattanooga this morning for Atlanta to inspect the route.

"It is said that after the first consolidation is affected the Standard company will be absorbed in Atlanta by the Consolidated lines and made a part of the system. This rumor is denied by the Standard people. The Standard company was built by Philadelphia capital, and its charter forbids consolidation."

Negress Charged With Murder.

REPUBLIC SPECIAL.

Pine Bluff, Ark., Nov. 21.—Meeley Fletcher, a young negro woman, was arrested at her home near here to-day charged with the murder of Lutilda Hines, which occurred at Corkscrew in this county Tuesday morning, and was one of the most brutal acts in the annals of the county.

DEATHS.

FEAGAN—On Wednesday, November 21, 1900, at 3 a. m., at No. 4013 Scanlan place, Mary, beloved mother of Peter H. Feagan, Mrs. Edw. F. Butler and Mrs. John J. O'Neill.

Funeral will take place from the residence of her son, Peter H. Feagan, No. 4013 Scanlan place, Friday morning, November 23, 9 o'clock, to Calvary Cemetery. Friends invited to attend.

FLOYD—On Tuesday, November 20, 1900, at 7:30 p. m., Sarah Henderson Floyd, at the age of 93 years and 6 months.

Funeral Thursday, November 22, at 2 o'clock p. m., from the residence of her daughter, Mrs. George A. Newcomb, No. 3739 Clemens avenue. Interment private.

HILL—On Tuesday, November 20, 1900, at 1:45 o'clock a. m., at his residence, No. 3618 Folsom, S. G. Hill, aged 73 years, leaving a wife and one son.

Funeral will take place Thursday, November 22, at 2 p. m., from residence to Bellefontaine Cemetery.

KELLY—Wednesday, November 21, 1900, at 2 p. m., Alphonsus DeL. Kelly, aged 20 years, beloved son of Thomas J. Kelly, and brother of Mrs. Agnes M. Hartnett, Thomas S. Kelly and Jerome J. Kelly.

Funeral from residence, No. 2852 Evans avenue, Friday, November 23, 1900, at 9 a. m., to St. Ann's Church, thence to Calvary Cemetery.

Bloomington and Chicago, Ill., also Denver, Colo., papers please copy.

KORN—On Wednesday, November 21, 1900, at 8:15 a. m., Elisa Korn, dear beloved mother of Mrs. H. P. Fabricius, Mrs. A. F. Donk, Mrs. H. Donk and Mrs. E. Sudendorf, aged 82 years.

Funeral Friday, November 23, 1900, at 2 p. m., from family residence, No. 1934 Lami street, to Bellefontaine Cemetery.

MACDONALD—Suddenly, of pneumonia, Tuesday, November 20, 1900, Harry Francis, third son of Emily B. and the late Harry R. Macdonald.

Funeral services from the residence of his sister, Mrs. A. L. Boyce, No. 2630 Park avenue, Thursday, November 22, at 2 p. m. Interment private.

NELSON—Entered into rest, Wednesday, November 21, at 9:30 p. m., Benjamin F. Nelson, beloved husband of Fannie E. Nelson, aged 59 years and 1 month.

Due notice of funeral.

NOBLE—At 8:45 a. m., Wednesday, November 21, 1900, Henry B., beloved husband of Mary E. (nee Lyman), and father of George, Frank, Charles, Walter, Alfred, Clarence, Harry, Jennie, Birdie, Julia and Blanche.

Funeral Friday, 2 p. m., from residence, No. 2106 Walnut street, to St. John's Church, thence to Calvary Cemetery. Friends respectfully invited to attend.

Member of West Gate Lodge, No. 58, K. & L. of H.

Rochester, N. Y., and Little Rock, Ark., papers please copy.

RUDOLPH—Charles M. Rudolph, in the forty-third year of his age.

Funeral from the residence of Mr. John Coles, No. 5422 Bartmer avenue, Friday, at 2 o'clock.

AMENDMENTS WERE REGULARLY PASSED.

No Departure This Year From the Custom Regarding Sequence of Publications.

PROOFS FILED AT CAPITAL.

Charges of Illegality Brought Against Changes to Constitution Recently Voted On Not Warranted by State Records.

REPUBLIC SPECIAL.

Jefferson City, Mo., Nov. 21.—Much has been said concerning the legality or alleged illegality of the publication of the proposed constitutional amendments voted on at the recent general election. Your correspondent has examined the vouchers on file in the State Auditor's office, which contain the proofs of publication of the several and divers amendments submitted since the adoption of the Constitution of 1875 for the purpose of determining whether there had been a departure this year from precedents established years ago. The result is that it can be stated positively that the publication of the amendments this year conforms in all particulars to those of previous years.

Amendments were submitted and consequently published in the years 1878, 1882, 1884, 1886, 1890, 1892, 1894 and 1896, the last four within the period the present Secretary of State has been in office. In each year, as shown by the proofs of publication, the publication was made four times, for four consecutive weeks, the last publication being made in the last issue of the paper prior to the day of election. For instance, in 1878, Michael K. McGrath being Secretary of State, in the Lebanon Rustic, the first publication was made Saturday, October 12, the second Saturday, the 19th, the third Saturday, the 26th, and the fourth and last Saturday, November 2, the day of election being Tuesday, November 5. This unquestioned precedent as to times of publications of the amendments was established by Secretary McGrath in the years 1882, 1884 and 1886, and observed by his successor, A. A. Lesueur, during the years 1890, 1892, 1894 and 1896, years when amendments were submitted.

Proofs of Publication.

Proofs of publication have been received at the Secretary of State's office so far this year from about half the newspapers publishing the proposed amendments, the dates varying with the days of issue of the different papers, but all showing four consecutive publications, the last appearing in the last issue of the paper prior to the day of election—just as in all previous years.

If the amendments submitted this year are defeated for want of proper and legal publication, then the Kansas City Court of Appeals and the Supreme Court of this State, as now constituted, are without legal existence, the former being established by an amendment thus adopted in 1882, and the latter enlarged from five to seven Judges by the adoption of an amendment in like manner in 1890.

The reports are full of decisions establishing the legality and sufficiency of such publications. A distinguished jurist to-day cited your correspondent to an opinion by Judge Bliss in 44 Missouri reports, 252, wherein the Court declares that "the notice was published in a weekly paper, in four consecutive numbers, which makes four weeks."

Commenting on this opinion, Judge Barclay declares in 123, Mo., p. 346, that "whatever we might think of the ruling in the forty-fourth report as an original proposition, it has been acquiesced in so fully and treated as a settled point of practice in making publications in all sorts of proceedings for so many years, that we decline to re-examine it. We consider that the rule it declares has become a rule of property, in the faith of which great numbers of titles founded on judicial sales depend."

ALL MORTGAGES TAXED.

Amendment Number Three Covers Liens in Existence.

REPUBLIC SPECIAL.

Jefferson City, Mo., Nov. 21.—Attorney General E. C. Crow, at the request of Governor Stephens, to-night gave the opinion below as to how amendment No. 3 affects mortgages already in existence:

"Honorable Lon V. Stephens, Governor, Jefferson City, Mo.: Dear Sir—You have submitted to me the following question, to wit:

"'Does constitutional amendment No. 3 subject mortgages already in existence to taxation under the terms of the amendment?'

"In reply thereto, allow me to say that on March 7, 1881, an amendment of which amendment No. 3 is an almost exact copy was approved and became operative in California. The question you submit was presented to the Supreme Court of California in McCoppin vs. McCartney et al., 60 Cal., p. 367, and the court held that the amendment to the Constitution as to the taxation of mortgages applied to mortgages executed prior to the adoption of the amendment.

"The amendment No. 3 for the purpose of taxation makes the mortgage an interest in the land. The amendment declares the status of the mortgage for taxation and fixes its status as an interest in the land.

"It is the plain intent of the amendment to the Constitution to tax, as an interest in the land, the mortgage.

"The existing mortgage is deemed an interest in the real estate, and its value is assessed to the mortgagee; the balance of the value is assessed to the land-owner. The mortgagee, prior to the adoption of the amendment, did not have a vested right of exemption from taxation.

"The fact that the amendment No. 3 makes, for the purpose of taxation, an existing mortgage an interest in the real estate and provides for its value to be assessed to the mortgage, no more violates any contract or vested right of a creditor than would a provision by which, for the first time, the owner of any tangible property should be taxed upon its value.

"The amendment No. 3 is evidently adopted from the California Constitution.

"The rule of construction is that where a clause of a constitution has been adopted in one State from the Constitution, of another, after a judicial construction has been given it in such last-mentioned State, it is but just to regard the construction to have been adopted as well as the words.

"Following this rule of legal interpretation, I am of the opinion that amendment No. 3 will, if adopted, subject mortgages already in existence, to taxation under the terms of the amendment.

"I have the honor to remain very truly yours, EDWARD C. CROW,
"Attorney General."

EXCURSION SLEEPING CARS

To Los Angeles and San Francisco.

Leave St. Louis on "Katy Flyer" (M., K. & T. Ry.), 8:16 p. m. every Tuesday via San Antonio. See "Katy's" Agent.

CHILD SCALDED TO DEATH.

Fell Into Ditch at End of Exhaust Pipe and Could Not Get Up.

REPUBLIC SPECIAL.

Waco, Tex., Nov. 21.—The 2-year-old child of Mr. and Mrs. F. L. Wood, living in Allen's Bend of the Brazos, north of Waco, was scalded to death last night. He was playing on a pile of wood near the gin, and, rolling off the wood, fell into a ditch at the end of the exhaust pipe of the engine and was literally cooked.

He was scalded too badly to cry, and when found had crawled out of the steam and lay moaning on the edge of the ditch.

RAILROAD NEWS FROM ALL POINTS.

Transcontinental Passenger Association Is Awaiting the Reports of Committees.

SECOND DAY'S PROCEEDINGS.

Charles H. Tweed Elected President of Pacific Mail Steamship Company—Illinois Central—General Notes.

The Transcontinental Passenger Association resumed its sessions yesterday at the Planters Hotel. At the morning session a committee of the Epworth League was received, who made formal application for reduced rates for the next annual meeting of the organization, which is to be held at San Francisco. An informal discussion followed, and, on motion, Chairman Charlton appointed a committee to report to-day on rates for the meeting and the conditions upon which tickets will be sold. This committee consists of John Francis of the Burlington, chairman, and Messrs. Lomax, Union Pacific; McCormick, Southern Pacific; Nicholson, Santa Fe; Heintz, Rio Grande Western, and Cairns, Northwestern. They will make a report to-day.

At 1 p. m. a biograph company gave the members and their friends an exhibition in the ladies' ordinary, during which a luncheon and refreshments were served.

In the afternoon a brief session was held, and as the committees were not ready to report, adjournment was taken until 10 a. m. to-day. Besides the Committee on Epworth League, the Committee on Division of Expenses will report this morning. It is also expected to finish the regular docket to-day.

CHARLES H. TWEED PRESIDENT.

Meeting of Directors of the Pacific Mail Steamship Company.

New York, Nov. 21.—The Board of Directors of the Pacific Mail Steamship Company held a meeting to-day at which Charles H. Tweed, James Speyer and Ogden Mills were elected directors in place of George J. Gould, Samuel Thomas and Henry Hart, resigned.

Mr. Tweed was elected president of the company on the motion of Mr. Harriman. The Southern Pacific interest considered the name of Mr. Schwerin, vice president and general manager of the company, in connection with the presidency, but it was deemed preferable by all concerned, including Mr. Schwerin, that the president should reside in New York, where the Board of Directors is located. Mr. Schwerin remains vice president and general manager of the company, with headquarters in San Francisco.

TO INCREASE CAPITAL.

Illinois Central Will Issue $6,000,000 of Additional Stock.

New York, Nov. 21.—A special meeting of the stockholders of the Illinois Central road has been called for January 26 next in Chicago to act on a proposition to increase the capital stock of $60,000,000 to $66,000,000. Stockholders of record on December 20 can subscribe at par one share of the new stock for every ten they hold. Payment for the new stock must be made by March 4. The new stock is entitled to all dividends after issuance, except the dividend payable March 1. The management will utilize the money for making necessary improvements and additional equipment.

TO ALBERT LEA.

The Illinois Central Will Inaugurate Train Service Next Monday.

Albert Lea, Minn., Nov. 21.—Next Monday the Illinois Central will inaugurate regular train service to this city, and in connection with the Minneapolis and St. Louis run through to Minneapolis and St. Paul. The Albert Lea and Southern tracks will be used from Lyle to Glenville, and the Burlington, Cedar Rapids and Northern tracks from Glenville to Albert Lea.

Track laying on the Burlington, Cedar Rapids and Northern is all done to this city, and will reach Faribault about January 1. As soon as possible thereafter that road will run trains into the Twin Cities, using the Great Western tracks from Faribault.

Employers' and Strikers' Rights.

In discussing the reciprocal rights of employer and employe, Justice McLaughlin of the New York Appellate Court said: "It cannot be seriously questioned that every workman has the right, in the first instance, to say for whom and with whom he will work. This right is given to every person of legal age who is competent to act. An employer has the absolute right to say whom he will employ, and the employe has the right to say by whom he will be employed and with whom he will work. The right is reciprocal, and once that right is destroyed personal liberty is destroyed and chaos reigns. And if one has the right, acting in his own individual capacity, he does not lose it when acting with others clothed with an equal right, so that employers may combine and say that they will not employ persons who are members of a labor organization, and laborers may combine and say they will not work for employers who engage any but members of their labor organization. So held, in case of National Protective Association, etc., vs. Enterprise Association, etc. N. Y. App. C."

Applying this doctrine to what is known as blacklisting among railroad companies, it appears that the law upholds blacklisting.

To Record Power of Engines.

Mr. C. E. Oliver of the mechanical engineering department of the University of Illinois, under advice of Professor Breckenridge, has developed a machine which will record automatically different lines of data with regard to the speed and power of engines. This universal recorder can be applied to either gas or steam engine, or to a dynamometer car, and is capable of taking any one or all of eight readings by means of ink tubes passed over an endless roll of paper. The ink tubes are attached to the armatures of electro-magnets and these Magnets are electrically connected with the different parts of the engine to be tested, and are actuated by the electric current. The recorder gives faithfully the speed of the engine, the number of horse power exerted, the rate of the occurrence of the explosions and the number of revolutions per minute of a gas engine. The machine is very carefully worked out, and should prove of great value in experimental as well as practical work.

Through Cascade Tunnel.

Minneapolis, Minn., Nov. 21.—A special to the Times from Tacoma, Wash., says:

Within a month trains will be running over the Great Northern Railway to Puget Sound, through Cascade tunnel, on which work was started two years ago. Chief Engineer Stevens of the Great Northern arrived to-day from St. Paul, after inspecting the work along the line of the road and particularly at the tunnel. He said: "In less than thirty days we will have trains running through the Cascade tunnel. Work is progressing nicely. There is yet some track to be laid, but the heavy work is out of the way, and nothing can now prevent the early completion of the tunnel."

New Illinois Company.

Springfield, Ill., Nov. 21.—Articles of incorporation were filed to-day with the Secretary of State for the Chicago and Lake County Railroad Company. The new company will construct a line of railway from a point on the boundary line between Illinois and Indiana, in Cook County, where the road formerly owned by the Chicago and Grand Trunk Railway crosses the boundary line, in a northerly direction, to Elsdon, Cook County. The incorporators and first Board of Directors are: Charles M. Hays, Montreal, Canada; Elijah W. Meddaugh, Detroit, Mich.; Frederick A. Howe, Arthur Dixon, Samuel A. Lynde, Chicago. Capital stock $500,000, and principal office at Chicago.

Inspected the Air Line.

A party of Southern Railway officials were at Union Station yesterday morning after a tour of inspection of the Louisville, Evansville and St. Louis, better known as the Air Line. The sale of this road takes place to-day at Huntington, Ind., and will be bought in by the Southern, and in the future operated as the St. Louis and Louisville division of that system.

McGuigan to Follow Hays.

There is a very positive rumor in railroad circles to the effect that when General Manager Hays retires from the Grand Trunk to join the Southern Pacific, General Superintendent McGuigan will go with him to become general superintendent on the same road. Mr. McGuigan's reticence in refusing to deny the report that he had been offered the general managership of the Grand Trunk is taken as almost confirming the theory that he declined the succession to Mr. Hays because he was already pledged to another position with the Southern Pacific.

NEBRASKA STATE BOARD.

Supreme Court Declares the Act Constituting It Inoperative.

Lincoln, Neb., Nov. 21.—The Supreme Court of Nebraska, in an opinion rendered this afternoon, declared the act establishing the State Board of Transportation and the board inoperative. The case in point was that wherein Attorney General Smythe, on behalf of the State Board of Transportation, brought suit against the Burlington and Northwestern railroad companies to enforce a reduction in live-stock rates. The defendant roads, for the first time in the thirteen years' existence of the State Board, questioned its authority on the ground that it was illegally created, and the court sustained the demurrer and dismissed the case.

B. & O. Track Improvements.

Improvement work on the Baltimore and Ohio system is being carried on more extensively at present than ever before in the history of the road. One important class of the work is the reduction of grades. This has been commenced, together with changes of the line between Relay and Frederick Junction, Md., to reduce the grades between Baltimore and Brunswick to sixteen feet to the mile, and will lower the grade at Mount Airy so that one helping engine can take over the trainload for the through grade of sixteen feet. Considerable work in the reduction of the grades between Glenwood and Wheeling has been done, as has been mentioned in this column from time to time. Between Bellaire and Newark, O., between Newark and Sandusky, between Chicago Junction, O., and South Chicago, grade reductions are also going on, and between Chicago Junction and South Chicago a new double-track bridge is being built over the Calumet River, and the grades between those points will be reduced to sixteen feet westward and nineteen feet eastward, and there will be 111 miles of double track. Among other improvements going on is the building of fifty-eight miles of siding, also the building of new and strengthening of old bridges on many parts of the line, and the building of new shops and additional equipment of old ones.

Holiday Rates for Students.

The railroads have revoked their action aimed at an abolition of special concessions to students during the holidays. Upon the advice of the Eastern or trunk line passenger agents, they decided to eliminate the students rates altogether, and so ruled in an association meeting. Now they have decided that the old arrangement shall be effective. Students may buy tickets for the Christmas holidays on the day before school adjourns, and may use them returning until the day school reconvenes, provided this is not after January 8, 1901.

Santa Fe Officials.

REPUBLIC SPECIAL.

Fort Worth, Tex., Nov. 21.—The Santa Fe officials in Vice President Morton's private car spent the night here, and left to stop at Davis, I. T., for a hunt.

Personal and Current Notes.

—George J. Charleton, general passenger agent of the Chicago and Alton, arrived in the city yesterday to attend the Transcontinental Association meeting.

—W. F. Pinney, traveling auditor of the Illinois Central, was in the city yesterday.

—Reid Northrup, president of the American Refrigerating Company, has gone abroad.

—W. J. Bogert, general Eastern freight agent of the Chicago and Alton, was here yesterday, and was introduced on 'change by Assistant General Freight Agent R. D. Yoakum.

—Curtiss Millard, general manager, and R. Blaisdell, general auditor ow the Chicago, Peoria and St. Louis, were in the city yesterday.

—J. N. Stroud, passenger agent of the Burlington and Missouri, Kansas and Texas at Kansas City, was here yesterday.

—W. H. Gridley, trainmaster of the Chicago, Peoria and Northern, was here yesterday.

—George B. Warfel, assistant general passenger agent of the Baltimore and Ohio Southwestern, returned to headquarters yesterday from Kansas City.

—Pierson C. Lyon, traveling passenger agent of the Missouri Pacific, at Kansas City, was in the city yesterday.

—J. A. Richardson, Canadian passenger agent of the Wabash at Toronto, was at headquarters yesterday.

—John W. Daly, general passenger agent of the Jacksonville and St. Louis, was a visitor here yesterday.

—The October number of Sunset, issued by the passenger department of the Southern Pacific, is full of interesting reading matter, brightened with half-tone illustrations. A supplementary feature is a photogravure of C. H. Tweed, chairman of the Board of Directors of the Southern Pacific.

—The telegraphers in the general offices of the Big Four in this city, and in Cincinnati will receive an increase in salary next month. Operators who have been receiving $50 a month hereafter will receive $55, those now receiving $54 will be increased to $60, and those drawing $63 will receive $70.

—Since Samuel Felton became president of the Chicago and Alton, forty miles of grades have been cut down, 11,400 feet of old bridges have been replaced with steel structures, 413 miles of new steel rails laid, eighty pounds per yard, eighty miles of track have been reballasted, thirty-seven miles of new sidings constructed, ninety-five miles of new telegraph wire strung, and considerable progress has been made on the second main track from Chicago to Springfield, Ill.

—In a letter to the Manufacturers' Record Mr. H. B. Dexter, president of the Shawnee, Oklahoma and Missouri Coal and Railroad Company, writes that the promoters of the line have organized and surveyed from Guthrie, Ok., to Fort Smith, Ark. The route is through extensive coal deposits in the Indian Territory, as well as a very productive agricultural territory. According to Mr. Dexter's statement, the necessary funds are at hand to construct the grades and bridges for the first fifty miles. The company is awaiting the ratification of a treaty with certain Indian tribes before beginning work. The headquarters of the company are at Shawnee, Ok.

TO TESTIFY FOR FATHER.

Boy, Convicted of Homicide, Pardoned by Governor Stanley.

Wichita, Kas., Nov. 21.—The trial of Geo. Hewes, accused of the murder of Robert Homer, in Kingman County, came up for hearing in the District Court at Wichita this morning and will last several days. He was accused of being an accessory to the killing which took place last July.

Ollie Hewes, his 13-year-old son, did the killing, and he was sentenced to a term in the State Reform School for the crime. Governor Stanley this week pardoned the boy so he could testify on behalf of his father.

NEW PUBLICATIONS.

ORDINANCE.

20173.

An ordinance to vacate alley in and between city blocks numbered fifteen hundred and forty and fifteen hundred and forty-one.

Be it ordained by the Municipal Assembly of the City of St. Louis, as follows:

Section 1. The alley, thirty feet wide, in city block number fifteen hundred and forty and city block fifteen hundred and forty-one, running north and south, from Cherokee street to South Thirteenth street, and between South Broadway and South Thirteenth street, is hereby vacated and abolished, and the property shall revert to the owners of the adjoining ground.

Provided, however, that the City of St. Louis reserves the right to enter said vacated alley at any time for the purpose of maintaining and repairing all the sewers and water-pipes now constructed and laid.

Approved Nov. 20, 1900.

AUCTIONEERS.

AMUSEMENTS.

AN ORGAN RECITAL

On new organ of the Second Presbyterian Church, Taylor avenue and Westminster place, Friday evening, Nov. 23, at 8:15 p. m. Admission, 50 cts.

PUBLIC NOTICE.

Office of the President of the Board of Public Improvements, St. Louis, November 15, 1900.

Public notice is hereby given that the Board of Public Improvements will hold a special meeting at the hour of 10 a. m. of the

4TH DAY OF DECEMBER, 1900,

at its office, Room 300, in the New City Hall, for the purpose of considering the matters hereinafter named, to wit:

No. 5731. Board's Motion. For reconstructing Lucas avenue from Fourteenth street to Jefferson avenue.

No. 5732. Board's Motion. For reconstructing Carr street from Eighth street to Sixteenth street.

No. 5733. Board's Motion. For reconstructing Carr street from Sixteenth street to Jefferson avenue.

No. 5734. Board's Motion. For reconstructing Biddle street from Wharf to Third street.

No. 5735. Board's Motion. For reconstructing Biddle street from Third street to Blair avenue.

No. 5736. Board's Motion. For reconstructing Biddle street from Blair avenue to Jefferson avenue.

No. 5737. Board's Motion. For reconstructing O'Fallon street from Seventh street to Sixteenth street.

No. 5738. Board's Motion. For reconstructing Fifteenth street from Clark avenue to Market street.

No. 5739. Board's Motion. For reconstructing Sixteenth street from Clark avenue to Market street.

No. 5740. Board's Motion. For reconstructing Seventeenth street from Clark avenue to Market street.

No. 5741. Board's Motion. For reconstructing Seventeenth street from Market street to Pine street.

No. 5742. Board's Motion. For reconstructing Seventeenth street from Pine street to Washington avenue.

No. 5743. Board's Motion. For reconstructing Jefferson avenue from Franklin avenue to Carr street.

No. 5744. Board's Motion. For reconstructing Garrison avenue from Franklin avenue to Easton avenue.

No. 5745. Board's Motion. For reconstructing Channing avenue from Olive street to Franklin avenue.

No. 5746. Board's Motion. For reconstructing Washington avenue from Jefferson avenue to Channing avenue.

No. 5747. Board's Motion. For reconstructing Morgan street from Compton avenue to Channing avenue.

No. 5748. Board's Motion. For reconstructing St. Louis avenue from Fifteenth street to Twenty-third street.

No. 5749. Board's Motion. For reconstructing St. Louis avenue from Twenty-third street to Glasgow avenue.

No. 5750. Board's Motion. For reconstructing St. Louis avenue from Glasgow avenue to Grand avenue.

All citizens interested in any of the matters above named are requested to attend.

By order of the Board.

ROBT. E. McMATH, President.

Attest: EDW. FLAD, Secretary Pro Tem.