

CHINESE DEFEAT

EXCITEMENT IN BOTH ARMY AND NAVY.

Chung is Blamed for the Dis- Emperor Assumes Personal of the Army and has Or- Conscripted—The Fall May Cause a Revolution— Engagement.

Chung is Blamed for the Dis-

Sept. 22.—Reports from that the defeats of the at Ping Yang and the Yalu river have caused excitement in China, and in panic in both army and Li Hung Chang is the emperor for the de- admiral Ting is likely to The emperor has de- personal command of has ordered fresh con-

Wife and Meukden have

use feeling. The capture place would be accepted the empire as an omen emperor is unworthy of and that such omens distress are too often ful- remarkable celerity. As about the court are aware of the consequences follow the fall of Meukden assumed that they would most any demands rather the serious risk of such a

from Tokio, dated to-

at the naval department a dispatch from the ad- anding the Japanese fleet of Chi Li that Monday a fleet, consisting of nine and two fast transports, converted into cruisers, of the enemy's fleet, at noon thirty miles east of of Hai Yung Pao. The pursued the enemy at full the Chinese showed no dis- alter their course or to The chase lasted a little ur, the Japanese gaining. At 1 o'clock the cruiser got within range of the ship and opened fire upon running fight ensued. Sev- both sides were quickly The transports entered the r safely during the agement, which was the estuary and until nightfall. Three ships were disabled and another was set on fire and Several others of the ships were seriously dam- heavy fire. The Japan- were so well handled was lost. Only two, the and the Hi Yoi, were dam- great extent, but one of transports was badly cri- out of action. The ad- not mention the number wounded, but a private says that twenty-two Jap- and men were killed six wounded, and another dispatch states that the total on the Japanese side did ed 100. The news of the victory caused great re- Tokio, and a war loan has scribed for to three times at desired.

HER RECORD BROKEN.

Lowers the Two-Year-Old

Figures. BRG, Ill., Sept. 22.—But one broken yesterday and that onroe Salisbury's wonderful old record, directly, who sent record down from 2:09 and at the same time re- down record 2½. This event sessed by 20,000 people and the most intense enthusiasm. The second special event of the following Robert J.'s fail- duce his record. The condi- extremely favorable, the ng very fast and the weather Directly got away on the and McDowell driving him. It was moving with great d evenly, and needed no urg- an occasional word from ll. He had the pole and just im was a thoroughbred run- The pace was a remark- showing a steady improve- The first quarter was gone in half in 1:04½, the three- in 1:30½ and the mile in The gait was perfect from finish, and the result set the wild with enthusiasm. The of 1½ seconds at one clip ed an event worthy of

5:10 o'clock when Robert J.

to on a second scoring. In ng heat he had made the cir- 2:11 and many thought he pace a great mile, even if he o beat his own record. Ed as the driver. On the judge's as John H. Leash of Goshen, the owner of Online the fast old pacer. Chandler drove the mate. Robert J. made the arter in :30, and expectation h. The half was made in 1:00½ the third quarter the record slowed up, making the pole ½. The mile was covered in d :31.

SKY TRUST TROUBLES.

Hold a Secret Conference Over

Distributing Company's Course. A. Ill., Sept. 22.—The directors ily trust met in secret ses- this morning. The action of the was kept a profound secret. Distributing company's repre- are still in the city and are to be in conference with the directors, though their presence is positively denied at head- present trouble is not caused by art decision in Chicago, since been appealed to the supreme by the Eastern Distributing y, which believes that it has t where it can squeeze it and g the most of the opportu- alleged anxiety about the ouchers is only a cloak for its to secure further concessions a trust.

BRICE AND FREE SILVER.

The Ohio Senator Declares His Party Platform Means Virtually Nothing.

PITTSBURG, Pa., Sept. 22.—Senator Calvin S. Brice, who passed through last night on the way to New York from the Ohio convention, said: "The insertion of the free silver plank in the platform of the Ohio state convention does not tie my hands. I do not wish to be construed as saying that the platform does not commit lawmakers of the state who may be elected under its provisions. I am only speaking for myself. The convention adopted a set of resolutions one of which favored free silver. A majority of the people might unanimously say they favored religion, but that expression might commit one man to Mahomedanism, while another might have a tendency toward being a Baptist. So it is with the free silver plank of the convention. The vote by which it was passed, a proportion of about five to three, shows how the people over there feel about it. When we say free silver we may mean a variety of things. "The resolution will in no way alter or affect my attitude in the senate. I candidly believe that if two-thirds of the house and senate were elected on silver platforms, so called, it would not affect the country at all, save to create an apprehension on the part of the people as to what would be the result of their legislation. I am in favor of free silver under certain conditions, but there is a kind of free silver which if continued in operation will bankrupt a nation in time."

ANOTHER TARIFF BLUNDER.

No Provision Made in the New Bill for

Fruits Preserved in Spirits. WASHINGTON, Sept. 22.—Examination of the tariff law at the treasury department discloses the fact that it contains no provision whatever for a duty upon imported fruits, preserved in brandy or other spirits. The omission was not discovered until an application was received from a large importer of such goods for information as to their qualification under the present tariff law. Under the McKinley law "fruits preserved in spirits," were subject to a duty of 35 per cent ad valorem. The question as to the classification of these goods under present conditions has not yet been determined. It is probable, however, that the department will decide the best way out of the dilemma is to assess duty on the spirits and the fruits subsequently according to the rate provided for each in the tariff act. The preserving of fruit in this manner is an extensive industry and the importations of such fruits, especially brandied peaches, is very heavy. In case the department decides to assess duty on the spirits as well as on the fruits, the duty will be higher than it was under the old law.

MME. FURSCH-MADI DEAD.

The Noted Dramatic Soprano Passes

Away in New Jersey. NEW YORK, Sept. 22.—A dispatch received at the Metropolitan opera house to-day announces the death of Madame Fursch-Madi, the noted dramatic soprano, at Warrenville, Somerset county, N. J. Mme. Fursch-Madi was of French descent. For several decades she had been a great favorite in London and the continent, though in the last few years her voice was not all of what it formally was. She made her first visit to America with the Mapleson Opera company in 1882, and during the next eight years made several return trips with pronounced success. She sang in the Royal Italian opera at London for several seasons and also gained much prominence and distinction in concert and oratorio work. She appeared frequently at the concerts of the London Philharmonic society. About three years ago she decided to locate permanently in America and established a school in New York city.

FORGED MORTGAGES.

Residents of a New York Town Hold

\$80,000 Worth of Missouri Property. MIDDLETOWN, N. Y., Sept. 22.—John M. Quackenbush of Warwick has been acting as an agent for I. H. Atterbury of Maysville, Dekalb county, Mo., for the past five years in the sale of mortgages. It has just been discovered that the mortgages were forged. Residents of Warwick have been victimized to the amount of \$80,000. As soon as it became known that the mortgages were worthless demands were made on Quackenbush which he was unable to meet. M. N. Kane has begun suit against him to recover \$15,000 for a client who holds that amount of fraudulent paper. Quackenbush claims that he has been innocent of any wrong doing, and that he has acted in good faith. As a proof of this he says he holds \$30,000 worth of worthless mortgages. Atterbury, it is said, has gone to South Africa.

THE SUGAR TRUST WINS.

Injunction to Prevent the Transaction of

Business in Massachusetts Denied. BOSTON, Mass., Sept. 22.—In the supreme judicial court to-day Judge Barker handed down his decision on the application of Attorney General Knowlton to grant a temporary injunction against the American Sugar Refining company, restraining it from doing business in this state until it should have made its official return of business transacted during the past year. A temporary injunction was denied but as the decision has not been placed on record as yet the reasons the judge gives for his action cannot be ascertained.

STATE OFFICES ENTERED.

Burglars Try to Rob the Missouri Treas-

urer and Auditor at Noon. JEFFERSON CITY, Mo., Sept. 22.—Some time between 12 and 1:15 o'clock to-day burglars forced an entrance into the state treasurer's and auditor's offices at the capitol. As the vaults were closed they did not secure anything of value. The towns in overrun with tramps and hobos and some of them are supposed to have tried to better their fortunes at the state's expense.

CURRENCY QUESTION.

MR. ECKLES TALKS TO THE OHIO BANKERS.

Dangerous Financial Theories Discussed—He Declares That the Present Banking System is the Best That Can Be Devised and Which Can Only Be Changed When Circumstances Render It Necessary—No Sentiment in Economy.

Eckles on the Currency.

CLEVELAND, Ohio, Sept. 21.—Among the speakers to-day at the fourth annual convention of the Ohio Bankers' association was Comptroller of the Currency James H. Eckles. After reviewing the history of the national banks and declaring that the system under which they were conducted is the best that could be devised and one which would be changed only when circumstances made a change necessary, he said that the problem to be met to-day was how to secure a more elastic currency and still maintain it solely upon bonds deposited to secure it. The serious difficulty in the way was the idea to which so many of the people clung that it was essential to the people's prosperity that there always be a large volume of money regardless of its representation of intrinsic value. He then said: "Our colonial history is replete with attempts to make the people rich through a great volume of currency which had neither representative nor intrinsic worth. It is a history of financial failure and distress. Later under the articles of federation, is recorded the same attempt, and the same series of failures and financial loss. There was scarcely a state in the union before the war but whose history is marked by efforts to enrich a people through such currency. If the result of such attempts was so prolific of ruin to the people then, why will they not fail with equal force now? The laws of political economy do not change with changing ages or changing people, and the same causes find fruition in the same effects whether the century be the eighteenth or the nineteenth, the form of government colonial or republic. "There is no sentiment embodied in the laws of money and no matter how great may be the volume of the currency if each and every dollar of that currency is not of value to pass current in the world of business it cannot add to the blessings of the people. To be productive of the people's good it must, whether of gold, silver or paper in the very order of things, be of unquestioned and unvarying value, and when called into requisition discharge, without the aid of legal tender acts at home or abroad, the obligations of the holders. But with such a currency our people have yet much to learn, and most important is the lesson that no matter how abundant it may be, it will not find its way to those who are wanting in credit."

THE RECORD LOWERED.

What the Trotting Queen Alex Did at

Galesburg, Ill. GALESBURG, Ill., Sept. 21.—Fifteen thousand people yelled themselves hoarse yesterday afternoon when the great trotting queen Alex beat the world's record by coming under the wire in 2:03½. The start was made in splendid style, Alex coming as regularly and steady as clock-work, with head down and her short, pointed ears twitching nervously. Alex was given the pole, with the runner just to the right and a trifle behind. When she approached the wire for the start she seemed a little slow, but she soon increased her pace. She was working like a machine, and yet so easily and gracefully that one would hardly imagine she was going at such a tremendous clip. When the quarter was reached there was a general exclamation: "Thirty and a half; she will beat it." From that to the half she seemed to fly, making it in 1:01½. The third quarter she increased her pace a trifle, making it in 1:33½. When she started up the home stretch there was the greatest excitement. Some started to yell, but were suppressed. Alex was moving down without apparent effort. Thus far there had not been a false step, a wobble of any kind. She seemed to fairly fly to get away from the horse that came thundering just behind. As she neared the wire many that glanced at their watches said: "She will not make it." The last two rods she again seemed to increase her marvelous speed, and as she darted under the wire the shout went up from the thousands: "She's done it; she's done it!" The cheering was prolonged, and it was some time before Williams could quiet the crowd so as to make himself heard. He then announced: "You have witnessed the fastest heat ever trotted by any trotter on the globe—just trotted by Alex. The first quarter was gone in :30½, the half in 1:01½, the three-quarters in 1:33½ and the mile in 2:03½." The crowd again cheered, and thousands rushed onto the track as McDowell came driving Alex back. Williams introduced Mr. Jones the owner of Alex, and the cheering again arose. The performance of Alex is the talk of all horsemen. The judges gave the time out as 2:03½, although one of the judges caught it at a shade less, and many in the audience had it 2:03¼. Jones was nearly smothered in congratulations. Another brilliant event was Ethel A. going to beat the 3-year-old pacing record of 2:10. She made the mile in 2:10, equalling the record. All other events were uninteresting.

A NEW TYPE MEASURING SYSTEM.

PHILADELPHIA, Pa., Sept. 21.—A new

system of measuring the volume of type was adopted by the United Typothetae of America last night. A committee of three recommended the adoption of a system of measurement with the whole alphabet as a standard, a system that would be equitable to both employe and employers. It was stated that this system permitted the accurate measure of work actually done and customers could be made to understand that the use of broad face type would cost more than narrow faced. There is no intention of reducing wages.

A JAPANESE VICTORY.

They Do Not Lose a Vessel in the Yalu Fight.

LONDON, Sept. 21.—An official dispatch received at Tokio, Japan, from the headquarters of the Japanese fleet in Corea says that the latter, at 1 o'clock in the afternoon of September 16, met eleven Chinese warships and six torpedo boats thirty-five miles northeast of Hai Yang Tao, with the result that four of the Chinese ships were sunk and one was burned, while the Japanese fleet sustained no material damage. The Japanese fleet was composed of seventeen ships, some of which were small war vessels.

According to reports from Shanghai, the Chinese claim to have sunk the Japanese war ships Ambushima and Yossina and a Japanese transport, which had been converted into a cruiser and named the Saiko, but a private report from Shanghai declares that these vessels were not sunk, but retired from the action in a disabled condition.

The particulars received at Yokohama in regard to the battle of Ping Yang show that the Japanese loss was only about eleven officers wounded and 260 soldiers killed. The Japanese army is marching on Wiju which it is expected will be reached by the end of September. Field Marshal Count Yagamata, commanding the Japanese forces in Corea, is marching with 45,000 troops on Meukden from the southeast. The treasure captured at Ping Yang amounted to \$3,000,000.

JAPANESE TORPEDOES DEADLY.

According to the latest reports from the naval battle the Chen Yuen, one of the most powerful vessels in the Chinese navy, fired a shot at the Japanese as soon as the latter came in range of her guns. The fire was promptly returned and soon the Chen Yuen was hotly engaged with two Japanese cruisers, one of which is said to have been the Chiyoda. The other Japanese vessels got into the positions they desired and the fight then became general. For six hours the battle was waged furiously, nearly all the vessels on both sides being engaged for the whole time.

The Chen Yuen took a prominent part in the engagement. Her Krupp and Armstrong guns were well served and she poured a hot and well sustained fire from her auxiliary battery. Finally one of the Japanese vessels discharged a torpedo at her. The missile sped well from its tube and struck the Chen Yuen fairly. When it exploded the Chen Yuen began to almost immediately settle. Her crew, however, stuck to their guns and delivered some effective shots before their vessel sank.

The belted cruiser King Yuen met a similar fate, being struck with a torpedo and sinking shortly afterward. Many of the crews of both vessels went down while standing at close quarters. Only a few of those on board were saved and it is reported that 600 officers and men were drowned by the foundering of these two vessels.

After the Chen Yuen and King Yuen had gone down the cruisers Yang Wei and Chao Yung ran aground while maneuvering for position. They were helpless and a destructive fire was poured into them from the big guns of the Japanese ships.

Some of the Japanese war ships devoted themselves for a time to the transports, which had not time to get out of range. It is believed several of the transports were sunk, including one from which the troops had not been landed.

LOSSES ON EACH SIDE HEAVY.

It is estimated that the total Chinese loss in killed and wounded was 1,500. It is reported the Japanese loss was 1,000 killed and wounded.

The so-called torpedo cruiser Tai Yuen was one of the vessels attacked by the Japanese fleet off the mouth of the Yalu river, but for some reason was not slated in the dispatch sent out about the action. Captain Fong, who was in command of the Tai Yuen witnessed the fight from a distance. He says he saw four of the Japanese vessels sunk by the fire from the Chinese warships.

The report that Admiral Ting and Colonel Von Hannekin were killed is positively denied, and it is said that both have resumed their places aboard the Chinese fleet. The Japanese occupied Ping Yang Monday. Several isolated bands of Chinese managed to escape from the Japanese and fled toward Manchuria.

A MANDAMUS FOR CARLISE.

Efforts Made to Compel Him to Inspect

Louisiana Sugar Plantations. WASHINGTON, Sept. 21.—The Miles planting and manufacturing company of Louisiana, engaged in planting and growing sugar cane, yesterday afternoon applied to Judge McComas, in the District supreme court, for a mandamus against the secretary of the treasury and the commissioner of internal revenue to compel them to continue the inspection of sugar plantations required by the McKinley sugar bounty law. The petitioners state an inspection of their plant has been refused by the treasury officials on the ground that the lately enacted tariff law annulled and rescinded the granting of a bounty to sugar producers, and that the tariff does so operate the petitioners deny. Judge McComas directed that Secretary Carlisle be required to show cause October 4 why mandamus should not issue.

Fatal Explosion of a Boiler.

PINE BLUFFS, Ark., Sept. 21.—The boiler of a saw mill near Sulphur Springs exploded to-day, killing an employe named Ward and wounding four others. The mill was destroyed, the loss being \$10,000 to the owner, Frank Carver.

The secretary of the treasury has asked the secretary of state to instruct the United States consul at Hamburg to detain all immigrants from East and West Prussia, Posen and Silesia during the prevalence of cholera in those districts.

FIGHTING ON WATER.

JAPANESE AND CHINESE WAR SHIPS IN BATTLE.

The Conflict Proves Disastrous for Both Sides—One of the Greatest of the Celestial Vessels Blown Up and Three Others Partly Burned and Beached—Three of the Mikado's Ships Reported Sunk—A Heavy Loss of Life Said to Have Occurred.

A Fierce Naval Conflict.

SHANGHAI, Sept. 20.—The first battle between modern ships of war has taken place at the mouth of the Yalu river, north of the gulf of Corea, where the Chinese were disembarking troops, and has proved decidedly disastrous, though there is no question that the Chinese losses were far severer than those of her rival. The Japanese fleet commenced the attack at noon yesterday and the battle lasted until 5 o'clock. The Chinese lost four ships—the Chen Yuen sunk, the King Yuen burned and the Chao Yung and the Yang Wei stranded and partly burned. The Japanese are supposed to have lost three ships, but the names are not known.

Many Chinese were killed and wounded, among the latter being Admiral Ting, Colonel von Hannekin, formerly aide-de-camp to Li Hung Chang and Captain Tyler, the two latter being Chinese volunteers. The entire Northern Chinese fleet was covering the landing of a large force of troops, destined to reinforce the Chinese army operating against the Japanese in Corea, when part of the Japanese fleet made a fierce attack. The Chinese are said to have been hampered by want of room to maneuver. According to the Chinese version there was no thought of surrender on either side, and the ships of both nations were terribly damaged. The Japanese had the advantage of the weather berth and so maneuvered that both Chinese boats and transports had to fight it out.

The Chen Yuen, after fighting her guns to the last, was sunk by torpedoes and a smaller Chinese vessel, which was unarmed, was blown up. The steel cruiser, Chao Yung was so damaged that she had to be beached to escape capture. The cruiser Yang Hui was also driven ashore and has become a hopeless wreck.

Admiral Ting was the commander of the Chinese Northern fleet and Colonel von Hannekin, formerly aide-de-camp to Viceroy Li Hung Chang, was the German officer who was on board the transport Kow Shung when she was sunk by a Japanese cruiser with the loss of about 1,000 men. One report is that the troops were landed, but another is that the Japanese succeeded in preventing the landing and therefore the Japanese claim a victory. It is added, however, that the Japanese fleet was compelled to retreat after having suffered heavy losses in killed and wounded. The Chinese fleet, it is also said, has returned to Wei Hai Wei.

It is significant that two or three transports which were conveyed by the warships of China have not returned and it is rumored that they were all blown up with a loss of all hands on board. From Chinese advices it is gathered that the loss on both sides will reach several thousand. SIX HOURS OF FIERCE WORK. Twelve Chinese war ships arrived yesterday at Port Arthur for repairs. The officers reported that Monday the Chinese fleet, consisting of fourteen warships, arrived off the mouth of Yalu river conveying transports having on board 6,000 troops. It was the intention of Admiral Ting to disembark these troops inside the mouth of the river in order to form a force with which to intercept the Japanese advance upon Moukden, Manchuria, from which there is a railroad running to Tien Tsin. While engaged in landing these troops nineteen Japanese warships, accompanied by a fleet of torpedo boats were sighted. As soon as they were within range the Japanese attacked the Chinese. Then followed a terrible conflict lasting six hours, during which the great guns, rapid firing guns and machine guns of all sorts were used with fearful effect on both sides. Both fleets also used torpedoes repeatedly and fired at each other continuously from the rapid firing guns mounted in the tops of the different warships.

MARY DESHA REJOICES.

Breckinridge's Sister-in-Law Thanks the

Women Who Defeated Him. LEXINGTON, Ky., Sept. 20.—Mrs. F. K. Hunt, the venerable president of the Women's anti-Breckinridge association of Lexington, has received a letter from Miss Mary Desha, sister-in-law of Colonel Breckinridge, now residing in Washington, from which the following extract is taken: "I will probably never see you again on this earth and I want to tell you how much I thank you for what you have done in defeating the man who has disgraced the Ashland district. You at home can hardly realize how we have felt here. There was universal rejoicing this morning when the result was known."

Tarsney Renominated.

LEXINGTON, Mo., Sept. 20.—Congressman John C. Tarsney was to-day renominated by the Democrats of the Fifth congressional district. He got all the votes but two, which were cast for ex-Mayor Cowherd of Kansas City.

Against the Whisky Trust.

CHICAGO, Sept. 20.—Judge Gibbons to-day sustained the demurrer to the amended pleas of the whisky trust to the information of the quo warranto action begun by Attorney General Maloney, and directed the attorney general to prepare a judgment of ouster against the trust. The decision is on formal matters left unsettled by the main decision three months ago. The defendants will appeal.

Elliot Defeats Carver.

KANSAS CITY, Mo., Sept. 20.—Champion Wing Shot J. A. R. Elliott defeated Dr. Carver for the third successive time yesterday and won the final match of the great pigeon shoot by a score of 96 to 93.

OWNERSHIP OF RAILROADS.

Uncle Sam Has Been on a Still Hunt for Facts.

WASHINGTON, Sept. 20.—In compliance with a resolution by Senator Pettigrew the interstate commerce commission has compiled data regarding government ownership of railroads by foreign governments, which is summarized as follows: Ten governments do not own or control railroads. They are Colombia, Great Britain and Ireland, Mexico, Paraguay, Peru, Spain, Switzerland, Turkey, United States and Uruguay.

The following eighteen governments own and operate some of the railroads: Argentina, Australia, Austria-Hungary, Belgium, Brazil, Canada, Cape of Good Hope, Chili, Denmark, France, Germany, Guatemala, India, Japan, Norway, Portugal, Russia and Sweden. The following three governments own part of their railroads but do not operate any, leasing to private companies: Greece, Holland and Italy. The relative rates charged for freight and passenger service on the government-owned railroads and the other facts cited in connection with such roads, are calculated to afford little encouragement to the advocates of government ownership.

A comparison of passenger charges per mile shows an average in Great Britain of 4.42 cents for first class, 3.20 for second class, and 1.94 for third class. In France the average is 3.86 for first class, 2.86 for second class, and 2.08 for third class. In Germany the rate is 3.10 for first class, 2.32 for second class, and 1.54 for third class.

In the United States the average charge is 2.12 cents. The average charges per ton per mile are as follows: Great Britain, 2.80 cents; France, 2.20; Germany, 1.64, and in the United States 1. Interest on capital invested in the several countries is as follows: United Kingdom, 4.1 per cent; France, 3.8 per cent; Germany, 5.1 per cent; Russia, 5.3 per cent; Austria, 3.1 per cent; Belgium, 4.6 per cent, United States, 3.1 per cent. The average for the world is 3.2 per cent.

The system of operation of the railroads in different countries is indicated: In Austria about 4 per cent of the railway mileage is owned and about 73 per cent is operated by the state. Upon the expiration of charters, not exceeding ninety years, the lines, lands and buildings of the companies are over the property of the government but the equipment remains the property of the owners. Before a railway is opened it must be approved by the minister of commerce. The tariffs on state roads are fixed by the government; those of the companies are subject to revision by the government every three years and the government has power to reduce rates, if the net earnings exceed 15 per cent on capital.

In Canada about the tenth of the mileage of about 15,000 miles is owned, controlled and operated by the government. For the year 1893 the operation of the government lines resulted in a loss of over \$600,000. At the present date by far the larger portion (about five-sixths) of the French railway system is operated by private companies, each company serving a definite territory and being comparatively free from the competition of other lines. But the railroad properties are ultimately to become the property of the government. This system is a mixed one of state and private ownership.

In Germany nearly ninety per cent of the railway mileage is owned by the government. Under the law the government is required to manage the railways in the interests of general traffic on a single system. It may cause the construction and equipment of roads and enforce uniform traffic and police regulations. In Great Britain and Ireland the government does not own the railroads. There are stringent regulations provided by law and administered by the railway commission and board of trade.

Italy has tried both state and private railways and has come to the conclusion that it is not advantageous to own and operate the railways. The result was a reorganization of the whole railway system. Under the present system private companies operate the state roads under contract with the government.

In Russia the government is stated to own and operate about forty per cent of the railway mileage. Nearly all of the railways owned by private companies have received subsidies from the government.

It is stated that in the United States several of the states have tried ownership in a limited way. Illinois constructed a road at a cost of \$1,000,000, but sold it for \$100,000; Indiana had a similar experience; Georgia owns a railroad but found it expedient to lease it to a private company; Pennsylvania constructed a railroad from Philadelphia to Columbia, but subsequently sold it. Massachusetts, Michigan and several other states tried the experiment without success.

Sheep Raisers Give Up the Fight.

PARACHUTE, Col., Sept. 20.—The war between the sheep and cattle men in Garfield county has been ended by the sheep men shipping all their stock to Eastern markets, leaving the country free to the cattle men. The commissioners of Garfield county have offered a reward of \$500 for the arrest and conviction of the men who slaughtered the sheep, and Governor Waite will be requested to add \$1,000 to the amount.

WASHINGTON, Sept. 20.—The recent-

ly published book, "If Christ Came to Congress," has been detained in the mails, pending an investigation by the postoffice department of the alleged obscenity of the publication. The author is M. W. Howard of Alabama, who expects to be nominated for congress by the Populists.

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