

IOWA RAILROAD PROJECT

New Lines May Be Built to Connect North Western with Gulf System.

WILL EXTEND THROUGH RICH TERRITORY

Capitalists Propose to Extend a Line from Des Moines to Some Point on Route of Omaha & St. Louis System.

A proposition is said to be on foot with railroad capitalists at this time for the building of a line of road in western Iowa to connect the Northwestern and the newly reorganized Kansas City Southern property. Those familiar with the progress of these negotiations do not hesitate to assert that such a road will be built during the coming year, and at this time effort is being made to select the most feasible route. The Northwestern is said to be chiefly interested in the proposed new line.

At present it is stated that two routes are being considered by interested officials. One to run from Des Moines to Winterset, Creston, New Market, Shambaugh, Colfax Springs, and intersect with the Omaha & St. Louis at Blanchard, which connection would make a direct line practically from Des Moines to Kansas City and connect the Northwestern with the Kansas City Southern. The other route is from Des Moines to Winterset, Greenfield, Corning, Clarinda, College Springs, then connecting with the Omaha & St. Louis at Elmora. It is said that promoters and contractors have recently been making a careful study of the country through which it is proposed to extend the new railroad, but it is unlikely that any route will be selected until the two surveys have been made.

Either of the proposed lines would run through a rich country and afford valuable transportation accommodations to the section interested, as direct accommodations would be furnished with Chicago, St. Louis, Kansas City, Omaha, Des Moines and the territory tributary to the Kansas City Southern line.

TRIUMPH FOR WESTERN LINES

They Secure Revival of Prorating Agreement from the Trunk Line Association.

NEW YORK, March 28.—Freight agents of a majority of the western railroads held another conference with Commissioner Godard at Trunk Line headquarters today in relation to a revival of the prorating agreement which was abrogated not long ago. An agreement was reached which places this matter practically in the same status in which it was before the abrogation of the prorating system by the Trunk Line Association some six weeks ago.

This is regarded as a triumph for the western roads, which have been vigorously opposing the position of the eastern lines by which the latter demanded that full share in all business to points west of St. Louis and Chicago. The Chicago lines have asserted that this rule operated in favor of St. Louis as against Chicago. In speaking of the result of this meeting, Commissioner Godard of the Trunk Line association said today:

"The flow of traffic will be in the same channels as before the abrogation of the prorating agreement, and the relations between the different interested roads have been re-established and hereafter will be the same as they were before this dispute arose. I cannot give the details of the arrangements which have been decided upon, but they are satisfactory to all concerned, and the matter may be looked upon as definitely settled."

BIG RAILROAD DEAL ON FOOT

J. Pierpont Morgan Goes to Europe to Consult William K. Vanderbilt.

NEW YORK, March 28.—The Herald says J. Pierpont Morgan will sail for Europe on Tuesday night. His stay abroad will be brief, but it promises to be important. He is to meet William K. Vanderbilt in London to arrange, it is said, a big railroad deal for which Wall street has been waiting and hoping for at least two years. Important European financial interests are also to be seen regarding the same matter.

These statements come from close friends of Mr. Morgan. Beyond that it directly concerns the New York Central and its allied lines, no indication of the real nature of the matter which makes necessary a conference between Mr. Morgan and Mr. Vanderbilt can be obtained. Wall street knows that the two men are more closely allied now than ever before and that they had plans in common for the development of big railroad schemes even before they stood together in the December panic to protect mutual interests and one another's friends.

Any Weak Person can gain strength on GRAPE-NUTS

A member of the Chicago Press Club, Mrs. F. M. Black, 75 26th St., Chicago, says she has obtained so much benefit from Grape-Nuts food that she wishes to offer a voluntary testimonial: "Three months ago I had illness which reduced me greatly, when convalescent I wanted a great deal to eat, but nothing seemed to satisfy me. Very soon after a meal I felt that sense of strength, an aching void as it were, though really not hungry. The fact is, the food I was then taking was not properly assimilated and I was improperly nourished, which accounted for my lack of vitality and weak condition, constant exhaustion and inability to gain my flesh. I started on Grape-Nuts food, husband laughing good humoredly at the time. I ate it with cream, and the result was most surprising. After the first dish of it I felt a great sense of satisfaction. I have now been using Grape-Nuts but a week, have gained several pounds, the old gauntness has gone entirely. I retire and sleep well at night, whereas I used to awake in the night and was unable to sleep again until I had taken some sort of food."

"Husband is much surprised at the result and tried Grape-Nuts himself. He is delighted with the food. With best wishes for the great food and its makers, I am, respectfully yours."

GEN. JOUBERT IS DEAD

(Continued from First Page)

COAST JOBBERS ARE SATISFIED

FAVOR PRESENT DIFFERENTIALS ON GOODS FROM MIDDLE WEST.

LOS ANGELES, Cal., March 28.—At the opening session of the Interstate Commerce commission today C. C. Reynolds testified that in the case of hardware an injunction of the differentials would compel his house to cease purchasing goods in the middle west and bring them in from the Atlantic coast by sea. The abolition of differentials would force the coast jobbers to combine to secure a line of vessels and the result of the change would be as disastrous to the railroads as to the jobbers. Under the present differential the Pacific coast jobbers are now slowly recovering what they lost during the war.

On being cross-questioned by Attorney Christie of St. Louis the witness denied that there was any agreement between the coast jobbers and the railroads regarding the shipment of goods by rail providing large differentials as full and broken cars were wanted. He admitted that the jobbers had tried to get the present differentials and were anxious to maintain them.

OFFICIALS MAY SEEK NEW BIDS

Delay in Awarding Sherman Hill Contract Suggests Rejection.

The delay in awarding the Sherman Hill contract for the extensive improvements contemplated by the Union Pacific at Sherman Hill are yet in the hands of the officials and no statement is made of the probable date for the awarding of the contract. Owing to the unexpected length of time which has elapsed since the opening of the bids, the contractors are somewhat anxious, and it would not surprise them if all the bids were rejected and new ones sought. Officials state they do not definitely know when the awards will be made and admit the possibility of re-advertising. Such action will be warranted, it is asserted, in case the present bids are not satisfactory in the minutest detail, owing to the immensity of the contract under consideration. However, after the present bids have been carefully compiled and minutely examined by the officials, the award will be made.

GETS AN ENTRANCE TO GALVESTON.

Kansas City Southern Reported to Have Bought a Branch.

KANSAS CITY, March 28.—It is announced from New York that the Gulf & Interstate railway has been sold to the reorganization committee of the Kansas City, Pittsburg & Gulf railroad, now the Kansas City Southern from Beaumont, on the line of the Pittsburg & Gulf, to Galveston, a distance of seventy miles. The road, if acquired, will give the Kansas City Southern entrance to Galveston, and would indicate that the new owners intended to have tide water terminals at both Port Arthur and Galveston. The Gulf & Interstate road was once offered to the old management of the Pittsburg & Gulf, but it decided to make Port Arthur its sole terminus on the Gulf of Mexico.

Building Road to Coal Mines.

NEW WHATCOM, Wash., March 28.—Work on the extension of the Bellington Bay & Arctic Columbia railroad will soon begin. The branch starts at Sumas, twenty-four miles from here, on the international boundary line, and runs eastward on the American side twenty-four miles to Boulder creek, where the Canadian side branches off. These mines have been purchased by P. B. Cornwall, Alvina Hayward and D. O. Mills, the owners of the railroad.

Chesapeake & Ohio Directors.

NEW YORK, March 28.—At a meeting held in this city the Chesapeake & Ohio railroad was reorganized by the election of the following as directors: S. M. Prevost, Samuel Rea, N. Parkhurst, W. C. Chassey, M. Deper, J. M. K. Twombly and H. J. Hayden. The first three are said to represent the Pennsylvania and the latter three the Vanderbilts. The other directors are G. W. Stevens, president, Decatur Axtell and H. T. Wickamp.

Longest Train on Record.

CHEYENNE, Wyo., March 28.—(Special Telegram.)—Early tomorrow morning the longest train ever hauled by one locomotive will leave Archer, six miles east of here, for Omaha. It will consist of about 112 20,000 capacity steel coal cars loaded, an aggregate tonnage of about 5,500 tons. The train will be hauled by one of the big 1500 engines and will be photographed by the company.

Railway Notes and Personalities.

General Manager Kuhn of the Northwestern left Tuesday night for a brief western business trip. John C. Hunsell of Chicago, general advertising agent of the Rock Island, is an Omaha visitor. M. Deper, agent E. A. Nash of the Milwaukee is in Chicago on one of his perpetual business trips. General Manager Holdrege of the Burlington returned from a brief business trip over the line.

H. J. Burges, general agent of the Big Four at Kansas City, is in Omaha looking after business interests. Tobias Castor, claim agent of the Burlington at Lincoln, returned from the city Tuesday enroute to Chicago. General Passenger Agents East and Francis, respectively of the Rock Island and Burlington systems, have gone to Denver. T. B. Pitt, an officer of the Rear River Irrigation company at Clinton, Ark., was a visitor at Union Pacific headquarters yesterday. Mr. Pitt was enroute to Chicago.

The meeting of the local passenger association scheduled for yesterday was postponed owing to an elevator being out of service. Before the postponement the association hadn't anything of particular importance on hand and held a brief session in the lobby on the first floor of the building in which the association's office is located. The postponement of the meeting was a task to climb five flights of stairs and consequently postponed the meeting.

Rugone Duval, contracting agent of the Milwaukee, returned from a business trip to Ottawa, Canada, containing a lengthy description of the new building in the city. He was accompanied by his brother, J. E. Duval. The latter was recently promoted from chief train dispatcher to superintendent of the passenger department of the Canadian Atlantic system and his official associates and the employees of the system in which the new building is being built. He was presented with a silver tea set, a gold-headed cane and a purse of \$150.

Hold Burglar's Deed.
A daring burglary was committed Wednesday night at the pawnshop of A. Wolf, 1211 Douglas street, when the plate-glass was broken and some valuable jewelry was stolen. The proprietor was standing near the front of the store some minutes before the burglar, who was greatly startled to see a young man throw a brick through the window and help himself liberally to the contents. Before the proprietor recovered from the shock the thief had flown with the plunder. The most expensive goods stolen were a pair of diamond earrings valued at \$20 and in addition some less costly articles. The hole made by the brick was barely large enough to admit a hand, but the thief was evidently an expert. Mr. Wolf was able to give a fairly good description of the fellow to the police.

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The deceased, who was unmarried, lived with his mother and sister, 1814 Clark street. The only other immediate member of the family is a sister, Mrs. M. J. Kelley, of Chicago. He was a member of lodge No. 17, Ancient Order United Workmen, and of Alpha escent, Woodmen of the World.

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France Shows Friendship

Comment from Newspaper in Paris on America's Policy in China.
PARIS, March 28.—6:30 p. m.—The Journal des Debats, commenting on the publication of the open door correspondence, says: "The United States has inconspicuously achieved a great success and has moreover rendered a true service to other interested nations, among whom France has the greatest reason to congratulate herself on what has been done. We were the first to sign the declaration when asked by Secretary Hay and this is not the only mark of confidence which reigns between the two countries. Everything indicates that the old cordiality still obtains in our mutual relations and what has just occurred at Rouen shows no opportunity for a demonstration of friendship will be allowed to pass."

Boers Retake Ladybrand

Commandant Crowther's Report on the British Occupation of the City for an Hour.
KROONSTAD, Orange Free State, Tuesday, March 27.—Commandant Crowther, who commands the Transvaal fighting line in the south, reports that he has retaken Ladybrand after the British had been there an hour. He adds that Landrost Vanquorum and Field Cornet Smith fell into the hands of the British, of whom three were wounded and one was made a prisoner. The Boer loss, he declares, was nil. The British fled in the direction of Maseru. In a skirmish near Brandfontein four Lancers were killed and six were wounded.

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Congratulates the Country on Progress of the War.
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CASTORIA
for Infants and Children.

The Kind You Have Always Bought has borne the signature of Chas. H. Fletcher, and has been made under his personal supervision for over 30 years. Allow no one to deceive you in this. Counterfeits, Imitations and "Just-as-good" are but Experiments, and endanger the health of Children—Experience against Experiment.