

SPRINGFIELD NEXT PLACE

Illinois Capital Chosen by Methodist Missionaries for Annual Convention.

INDIA GETS LARGEST APPROPRIATION

Over One-Third of Total Amount Distributed Among Various Stations.

Reporting the most successful year and the most profitable meeting in the history of its organization, the executive committee of the Women's Foreign Missionary society of the Methodist Episcopal church held its thirty-seventh annual conference Thursday afternoon at Springfield, Ill.

The report of the finance committee, including the distribution of the \$104,457 that has been raised by the society during the year, was the feature of the morning and the most anticipated report of the convention. India gets the largest appropriation for the coming year, of any country, the appropriation being as follows: India, \$25,825; China, \$14,354; Japan, \$7,430; Mexico and the Philippines, \$35,337; Mexico, \$2,301; Korea, \$1,633; South America, \$17,231; Italy, \$6,665; Africa, \$4,400; Bulgaria, \$1,400; Norway, \$1,400; contingent and thank offering (conditional), \$15,178.

Helped by Eleven Branches.

This money has been raised among the eleven branches that constitute the society, and the appropriation by branches follows: New England Branch—India, \$11,700; China, \$10,370; Korea, \$1,530; Mexico, \$2,000; Malaysia and Philippines, \$2,770; South America, \$2,400; Bulgaria, \$865; Italy, \$350; Africa, \$400. Total, \$41,048.

Cincinnati Branch—India, \$7,127; China, \$12,300; Japan, \$12,300; Korea, \$1,630; Mexico, \$1,250; Italy, \$250; Africa, \$1,000; Malaysia and Philippines, \$2,250. Total, \$37,957.

Northwestern Branch—India, \$9,570; China, \$13,230; Japan, \$13,230; Korea, \$1,630; Mexico, \$1,250; Italy, \$250; Africa, \$1,000; Malaysia and Philippines, \$2,250. Total, \$37,957.

Columbia River Branch—India, \$4,000; China, \$1,100; Japan, \$1,100; Korea, \$1,100; Mexico, \$1,100; Italy, \$1,100; Africa, \$1,100; Malaysia and Philippines, \$1,100. Total, \$14,600.

Baltimore Branch—India, \$2,250; China, \$2,250; Japan, \$2,250; Korea, \$2,250; Mexico, \$2,250; Italy, \$2,250; Africa, \$2,250; Malaysia and Philippines, \$2,250. Total, \$17,850.

New York Branch—India, \$32,100; China, \$17,127; Japan, \$12,350; Korea, \$1,630; Mexico, \$1,250; Italy, \$250; Africa, \$1,000; Malaysia and Philippines, \$2,250. Total, \$60,000.

Minneapolis Branch—India, \$3,300; China, \$4,300; Japan, \$4,300; Korea, \$4,300; Mexico, \$4,300; Italy, \$4,300; Africa, \$4,300; Malaysia and Philippines, \$4,300. Total, \$30,000.

Pittsburgh Branch—India, \$1,100; China, \$1,100; Japan, \$1,100; Korea, \$1,100; Mexico, \$1,100; Italy, \$1,100; Africa, \$1,100; Malaysia and Philippines, \$1,100. Total, \$11,000.

Philadelphia Branch—India, \$1,100; China, \$1,100; Japan, \$1,100; Korea, \$1,100; Mexico, \$1,100; Italy, \$1,100; Africa, \$1,100; Malaysia and Philippines, \$1,100. Total, \$11,000.

Chicago Branch—India, \$1,100; China, \$1,100; Japan, \$1,100; Korea, \$1,100; Mexico, \$1,100; Italy, \$1,100; Africa, \$1,100; Malaysia and Philippines, \$1,100. Total, \$11,000.

St. Louis Branch—India, \$1,100; China, \$1,100; Japan, \$1,100; Korea, \$1,100; Mexico, \$1,100; Italy, \$1,100; Africa, \$1,100; Malaysia and Philippines, \$1,100. Total, \$11,000.

San Francisco Branch—India, \$1,100; China, \$1,100; Japan, \$1,100; Korea, \$1,100; Mexico, \$1,100; Italy, \$1,100; Africa, \$1,100; Malaysia and Philippines, \$1,100. Total, \$11,000.

Portland Branch—India, \$1,100; China, \$1,100; Japan, \$1,100; Korea, \$1,100; Mexico, \$1,100; Italy, \$1,100; Africa, \$1,100; Malaysia and Philippines, \$1,100. Total, \$11,000.

Seattle Branch—India, \$1,100; China, \$1,100; Japan, \$1,100; Korea, \$1,100; Mexico, \$1,100; Italy, \$1,100; Africa, \$1,100; Malaysia and Philippines, \$1,100. Total, \$11,000.

San Diego Branch—India, \$1,100; China, \$1,100; Japan, \$1,100; Korea, \$1,100; Mexico, \$1,100; Italy, \$1,100; Africa, \$1,100; Malaysia and Philippines, \$1,100. Total, \$11,000.

San Antonio Branch—India, \$1,100; China, \$1,100; Japan, \$1,100; Korea, \$1,100; Mexico, \$1,100; Italy, \$1,100; Africa, \$1,100; Malaysia and Philippines, \$1,100. Total, \$11,000.

San Jose Branch—India, \$1,100; China, \$1,100; Japan, \$1,100; Korea, \$1,100; Mexico, \$1,100; Italy, \$1,100; Africa, \$1,100; Malaysia and Philippines, \$1,100. Total, \$11,000.

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SHELDON IS MADE WELCOME

Candidate for Governor Has a Warm Greeting from Omaha Audience.

HITS A POPULAR CHORD ON RAILROADS

Gives Some Solid Facts on How to Obtain Relief from the Present Conditions—Other Candidates Speak.

The revenue derived does not pay expenses. The railroads would not bring the matter to a test in court as long as they were making money and they would resort to the courts only when their rates had been whittled so low as to bring no interest on the money invested.

Passenger Rate Question.

"If the democrats don't intend to do anything with freight rates, and I cannot see that they do, I anticipate that the railroads would not kick very much on a 2-cent passenger fare far over upon them, for what they lost in passenger fares they could make up in freight charges. The opposing party make a big howl about 3-cent passenger fare. Do they think the people do not know that the republican candidates want 3-cent fare? I say that when we abolish the free pass we shall have a 5-cent rate.

Right here, as in freight rate matters,

comes the consideration of the railroads with small carrying capacity. There is a railroad between Omaha and Sioux City which does not pay operating expenses and a dividend on investment. By the constitution of the United States you cannot make that railroad carry passengers at 2 cents a mile or freight at a less rate than it is now getting. If Mr. Sheldon were to try to do that, and I say his plan would prove futile. His maximum rate law would be knocked out in the courts at the protest of this railroad or another in similar condition. What we propose to do is to empower the railroad commission to set the rate that it will charge on freight and that one and the other one. Then our republican commission will say to the Union Pacific and Burlington and other roads with big earnings that they must haul freight for so much a mile and passengers for 3 cents a mile, but when they are in the freedom which is not now paying expenses. By such a plan only can railroad rates be regulated in Nebraska.

The national government has blamed the way and created a commission; now, if you want to co-operate with the national government you will create a railroad commission and get results.

What Did Democrats Do?

"The democrats talk about raising railroad assessments, but did they ever do anything when they had a chance? When Crum was governor the railroads were assessed at \$2,000,000, but when they turned over the administration to the fusion party the assessment was reduced by \$2,000,000 and remained there until a revenue law was passed by a republican legislature. The republican Board of Equalization in 1904 raised the railroad assessment to \$2,000,000, an increase of 50 per cent, while at the same time the increase on all other property was only 56 per cent.

In this connection Mr. Sheldon paused to declare himself in favor of taxation of railway property for city and village purposes, and the audience cheered the sentiment.

He told the old story of how the railroads had refused to pay the taxes on their Omaha terminals, and he reminded the voters that he had stood with the legislators from Douglas county in trying to make the railroads pay.

"If this is any lesson you men know it," said Mr. Sheldon, "why is it the democratic platform has no word of criticism on the railroads for refusing to pay their taxes?"

Home rule Mr. Sheldon passed by with a sentence, but he expressed some anxiety that he see no reason why Omaha and South Omaha should not be allowed to govern themselves," he said.

Sound to Have Reform.

"The people are aroused and they want reform," said Congressman John L. Kennedy, when he was introduced by Chairman Lee.

"We're going to have it, too," shouted someone from the back of the room.

"You bet," yelled two or three from the front.

Well, Sheldon can help you regulate freight rates from Nebraska, he said to Omaha, and if I go back to congress I assure you I will see that they are regulated to Kansas City," answered the speaker.

Mr. Kennedy urged the necessity of sending republican to the legislature from Douglas county, and his words met with applause. He urged the necessity of sending a republican to congress to uphold Theodore Roosevelt, and at the mention of that name the audience became wildly enthusiastic.

Cowell is Modest.

Robert Cowell modestly refused to talk for himself as railroad commissioner when he took the platform, but he spoke some good words for the other candidates. He told of the labors of John L. Kennedy for the district which he represents in congress and urged his re-election. He characterized George L. Sheldon as "a man large of stature and strong of character, a son of Nebraska soil, a graduate of the Nebraska university and now a Nebraska farmer."

"He will see," said Mr. Cowell, "that the railroads do not evade the law, and yet he will be just enough that the railroads don't need to fear him as they do of Mr. Sheldon." Nothing that it needs a strong man to cope with the railroad situation in Nebraska, Mr. Cowell gave an idea of the impendency of the railroad interests of the state by giving some facts regarding the roads of the United States.

He said the roads of the country are capitalized at \$14,000,000,000, of which \$2,000,000,000 is water, and on which watered stock the people pay \$300,000,000 annually. The roads are said to have cost \$17,000,000,000 yet they are capitalized at \$4,500,000,000. It is said they are seeking to combine to make their capitalization \$2,000,000,000 and get \$200,000,000 more a year from the people.

County Commissioner Kenard, though crippled in a runaway a few days ago, was present. He said nothing in his own behalf, but informed the voters that County Attorney Shubert had given the county commissioners more good advice and assistance than any county attorney he had ever known. Mr. Shubert held the platform for a while and short addresses were made by the other candidates.