

one iota of the proceedings; yet every morning every word that was spoken in that court was faithfully printed in THE TRIBUNE, and the high prelate was dumfounded how the news got out. I have waited to see if those wonderful magnates would stick to their contract, and I see they have. Now, if every paper would turn its attention to advising the people to compel every candidate to pledge himself to use all the power and influence he will have, if elected, to reduce the maximum fare to two cents a mile, and the minimum to one cent a mile, you will serve the public to some purpose. Then you will see crawling and money poured out as free as water to debauch the lawmakers. I am certain more than a million of persons have been kept away already. Let the railroad magnates deny my statements if they dare. C. B. O.

NOT THE TIME TO ADVANCE RATES.

Action on Proposition to Abrogate Commodity Rates Postponed.

The General Freight Committee of the Central Traffic Association met at Commissioner Blanchard's office yesterday morning to consider a proposition to abrogate rates on various commodities, and put them into the classified schedule and to revise the minimum scale of class rates with a view of advancing the tariff rates. The committee to whom the subject had been referred promised to have its report ready for the next meeting. The main reason why action in the matter was postponed is said to be disinclination on the part of a majority of the roads to make an advance in rates at the present time, and it was deemed best not to disturb existing rates until an improvement in the financial situation has taken place. It was agreed that the rates and conditions relative to the free return of unsold exhibits from State and district fairs may be applied to unsold exhibits from the Connaught Lake Exposition to be held at Connaught Lake, Pa., Aug. 22 to 29 inclusive. It was also decided that, taking effect Aug. 15, peaches, in baskets with wood tops, L. C. L., may be taken at first-class rates between all points in Central Traffic Association territory.

Not Responsible for Charges.

The railroads running east from Chicago represented on the Chicago Committee of the Central Traffic Association have issued notice to agents and shippers that, in accordance with the agreement adopted by the General Managers of all roads handling traffic to and from industries within the Union Stock-Yards, they will under no circumstances be responsible for charges, if any, that may be assessed by the Union Stock-Yards and Transit company for intermediate movements within the Union Stock-Yards of cars that may be required in the loading or unloading of freight traffic.

Passes Into Old Hands.

PUEBLO, Colo., Aug. 9.—[Special.]—The Elk Mountain railroad, a new line graded last year in the northwestern part of the State, was redeemed today by the original company and next Monday they will commence laying steam rails. The road is only thirty-two miles long, but connects with the Rio Grande and taps a fine marble and stone region.

Railway Notes.

J. M. Allen has been appointed Commercial Agent of the Rock Island at Pueblo, Colo., succeeding H. T. Wilson, resigned.

The Illinois Central has reduced expenses by dismissing Levi Johnson, who has been Superintendent of its bridge at Dubuque for twenty-three years.

Following the example of the various Western railroads Chairman Midgley has decided materially to cut down the expense account of the Western Freight Association. Twenty of the employes of his office—about one-half of the entire force—were given notice yesterday that their services would have to be dispensed with for the present.

GRASSHOPPERS HURT ILLINOIS CROPS.

They Appear in Great Numbers Near Bloomington—Frost in Wisconsin.

BLOOMINGTON, Ill., Aug. 9.—[Special.]—Grasshoppers in great numbers have made their appearance in this vicinity and are rendering the crop outlook gloomy and discouraging. The situation is well nigh desperate. The corn is wilting and the pastures are brown and dusty. Many farmers are feeding and hauling water to their stock.

GRAND RAPIDS, Wis., Aug. 9.—[Special.]—Heavy frosts fell Saturday night along the line of the Chicago, Milwaukee and St. Paul and Green Bay and Minnesota railways in Wood County, where the extensive cranberry marshes are located, and seriously injured the crop. Forest fires are again raging in Wood County. Nearly the entire crop of hay and many cranberry marshes have been destroyed.

GRANTSBURG, Wis., Aug. 9.—[Special.]—The cranberry crop of Burnett County was cut short by last night's frost fully 50 per cent, or a loss to the owners of 15,000 bushels. This is the earliest frost recorded. On account of the drought the grain crop in Northwest Wisconsin will be light. No rain has fallen in this vicinity since July 5.

MICHELLE, Ind., Aug. 9.—[Special.]—The drought in this and adjoining counties continues, there having been no rain of any consequence for nine weeks.

KEOKUK, Ia., Aug. 9.—[Special.]—South-eastern Iowa is suffering greatly for lack of rain. Farmers say the corn crop has been greatly damaged.

COLORED KNIGHTS TEMPLAR MEETING.

Grand Chapter of Illinois and Iowa in Session at Apollo Hall.

The Colored Knights Templar of Illinois and Iowa and their jurisdiction are in session at Apollo Hall, No. 2730 State street. The Grand Chapter was called to order yesterday by Eminent Grand Commander S. B. Harris. In his annual address the Grand Commander urged the necessity of education and continual study, telling his hearers that only by such means could their rightful position in the United States be attained. The order, he said, was in a flourishing condition in the two States under his jurisdiction. Yesterday afternoon the Royal Arch Masons of the Illinois and Iowa jurisdiction held their annual meeting. It is probable the two bodies will elect divisional officers for the ensuing year this morning. Among the prominent Knights in attendance at the meeting are: H. S. Cooper of Chicago, J. S. Murray of Springfield, Henry Graham of Chicago, L. L. Willis of Springfield, S. B. Harris of Chicago, and W. H. S. Seals of Quincy.

GERMAN DENTISTS COME TO THE FAIR.

Arrival of a Delegation Headed by Dr. Erich Richter.

Dr. Erich Richter of Berlin has arrived at the Palmer House with a party of German dentists. They have made the journey from New York by easy stages, stopping at several places on the way. At the Dental Congress, to be held Aug. 14-19, they will represent the Fatherland.

Justice George Shiras of the United States Supreme Court, with his wife, is at the Grand Pacific Hotel. They spent the afternoon at the Exposition.

MORE WHISKY SHIPPED BY THE TRUST.

Eastern Concerns Give Up Cash for Three Carloads of Spirits.

PEORIA, Ill., Aug. 9.—[Special.]—The Monarch Distillery today shipped three carloads of spirits to Eastern concerns. The cash was paid by the purchaser, enabling the trust to pay the tax.

William Harrison in Sad Straits.

DENVER, Colo., Aug. 9.—Some weeks ago a fine-looking old man, nearly 80 years of age, applied for aid and was sent to the county poor farm, where he still remains. He gave his name as William Harrison, said he is a first cousin of the ex-President, and investigation has confirmed the old gentleman's statement. Mr. Harrison charges his daughter and his former attorney, both living at Lancaster, O., with base ingratitude, but says "Benjamin," his cousin, does not know of his sad straits.

Bondholders to Get Their Money.

INDIANAPOLIS, Ind., Aug. 9.—The owners of the \$800,000 bonds of the City of Indianapolis, defaulted July 1, will be able to get their money in a few days. The City Council will meet tomorrow night to confirm an agreement between the Controller and the New York Life Insurance company, which company agrees to carry the \$800,000 seven-thirty bonds until July 1, 1894, the city to pay 7 3/10 per cent interest.

No Anti-Pyrine in Bromo-Seltzer.

Cures all headaches—trial bottle 10 cts.

WILL NOT REDUCE WAGES JUST NOW.

General Manager Dickinson Talks Guardedly of Union Pacific Plans.

OMAHA, Neb., Aug. 9.—[Special.]—General Manager Dickinson and Controller of the Union Pacific returned this morning from Cleveland, O., where they met President Clark. Mr. Dickinson was asked about the rumor that a reduction of pay all over the system was to be ordered. "We have not said that we were going to reduce wages," he said, "except as a last resort. We shall let it lie, probably, to the end of this month. We shall reduce expenses as hard as ever we can in all directions, but we shall not reduce pay now." Asked about President Clark Mr. Mink said that he was very much improved in health, and had color and appetite and slept well. The feeling at the general offices is that they would prefer to see the force cut instead of the wages, and to take their chances of being the unlucky ones to fall under the ax.

REFUSE TO MAKE CONCESSIONS.

Proposition to Reduce Grand Army Rates Is Again Defeated.

The proposition to reconsider the action taken by the Western Passenger Association declining to make reduced rates for the annual encampment of the Grand Army of the Republic at Indianapolis Sept. 5, which was submitted to a vote of the members of the association a few days ago, has been defeated. Two or three lines voting against it, they appearing to prefer a railroad war rather than consent to a voluntary reduction in rates. The true inwardness of the position taken by these roads is beginning to be well understood in Western railroad circles. It is well known that they have been manipulating and cutting rates privately for some time past and by these means have succeeded in doing a large business, while their competitors who are not up to the same tricks are suffering for want of business. Any reduction in rates will necessarily spoil their game, and for this reason they are determined to defeat any attempt to reduce rates. It does not look as if they would be able to play their game much longer, as several of the roads, which are suffering for want of business, are getting ready to break the shackles that prevent them at present from taking such action as they may deem best for their interests.

A general meeting of the Western Passenger Association will be held in this city Aug. 17, when the question of Grand Army and World's Fair rates will again come up for consideration, and if the obstructionists persist in their present position, interesting developments may be looked for.

LET RAILROADS DENY THE CHARGE.

Conspiracy Is Alleged by a Man Who Has Inside Information.

Judging by the large number of communications received daily by THE TRIBUNE denouncing the railroads for their refusal to make a reasonable reduction in rates to the World's Fair, a feeling of hostility to railroads is being engendered in all parts of the West that is bound to lead to such legislation hereafter as to make the railroads regret their selfish and shortsighted action in this emergency. The following is a sample of the letters lately received by THE TRIBUNE:

"I am completely disgusted with reading every day ever since May 1 that the railroad fare is on the eve of being slashed so that the multitude would pour into the Fair. Now permit me to say what I do know. During the last days of the fat stock show in 1891 a secret conclave of the railroad magnates in Chicago was held when they each and unitedly bound themselves to take the Fair by the throat and suck the last drop of blood obtainable from the people, and should there be a great fuss made by the people, why 'the people be d—d; we are not looking after the Fair, but our interests.' The magnates dare not deny this charge—and they have strictly kept their robber agreement thus far, and will keep it until the 31st day of October, 1893. Should you ask how I know, permit me to call your attention to a little event in which I was one of the actors. Bishop Whitehouse called an ecclesiastic court to meet to try Bishop Cheney of your city, and every member of that court was sworn not to divulge