

SANTA FE HOLDS THE KEY.

IT WILL PROBABLY LEAD IN WORLD'S FAIR RATE REDUCTIONS.

Mr. White Said to Consider a Thirty-Five Dollar Rate From Denver, and a Fifteen Dollar Rate From Kansas City About the Proper Thing.

W. F. White, passenger traffic manager of the Santa Fe railway, has the power to give the people of Missouri, Kansas, Nebraska, Texas, Colorado and a half dozen other Western states a railway rate to Chicago that they can afford to pay.

The Santa Fe railway will leave the Western Passenger association Saturday, and after that there will be nothing to bind it to keep the agreed rate of \$20 for the round trip. If the Santa Fe railway does maintain rates, however, the probability of a break will be materially decreased and people who cannot afford to pay the unreasonable rate now demanded will probably stay at home.

The Colorado troubles of the Santa Fe and the Grande have now been settled and an immediate restoration of rates from Colorado to Chicago is promised. Mr. White is convinced, however, a Chicago dispatch says, that the rate agreed upon is too high and that \$35 from Colorado common points to Chicago and return is sufficient, and that a proportionate rate should be charged between Kansas City and Chicago. In that case the rate from Kansas City would be about \$15, which is less than a third and about the rate which the popular mind considers reasonable. The Santa Fe company is given credit by the people interested in railway rates to the World's fair of being an earnest advocate all along of reasonable rates and it is believed that Mr. White has notice of withdrawal from the Western passenger association so as to be entirely free to act in the matter of rate reductions.

The bookers have not been asleep during the Colorado rate war. They have supplied themselves liberally with the \$30 round trip Chicago tickets and if rates are restored will be able to undercut the railroads for some time to come. The railway men know where the bookers are, and they claim they can buy them in a few days so that no booker will see any light. In other words the tickets are being sold to bookers with a string tied to them.

The Wabash Detroit Line Open.

The new fast train on the Wabash railway between St. Louis and Chicago, on the Detroit line, made its first trip yesterday, arriving and departing on time. The run from St. Louis to Chicago is made in eight hours and fifteen minutes and it was to compete with this run that the Union railway increased the speed and required the equipment of its fast train between St. Louis and Chicago last Monday. The Chicago St. Louis through line was generally

THE WORST CITY IN KANSAS.

Canadian Prohibition Investigators Not Complimentary to Kansas City, Kas.

TOPEKA, May 10.—The Canadian committee investigating the workings of prohibition, accompanied by Governor Lewelling, Lieutenant Governor Daniels, the Rev. D. C. Milner and P. G. Noel, were driven over the city this morning.

A member of the committee said that thus far their investigations had not been encouraging for prohibition as a means of suppressing or even regulating the liquor traffic. In Topeka, all agreed that the law was fairly well enforced—that is as well as it was possible to enforce it, but even here they gathered from various sources of information, that there were forty places where liquor could be obtained.

The same visitor said that the observations of the committee at Kansas City did not give them by any means a favorable impression of the place. Aside from open violations of the liquor law, they found enough vice to stamp the city as the very worst place they had seen on their trip. They regarded the gambling dens in the bottom on the Kansas side as a disgrace to the community. They understood that this element of society had been emptied by Missouri upon Kansas soil, but they were greatly surprised that the authorities of Kansas tolerated it.

THE UNION TERMINAL CASE.

Technical Objections Raised to Rehearing—Politics Among the Attorneys.

TOPEKA, May 10.—Before the state board of railroad commissioners took up the motion for a rehearing of the Union Terminal case this forenoon S. S. King of the counsel for the Union Terminal company interposed a demurrer, setting up that the board had no right to grant a rehearing of the case because the particular section of the statute referring to grade crossings was silent on the subject of rehearings. He argued the question until nearly noon when Judge Frank Dexter of counsel for the Missouri Pacific and Union Pacific began his reply.

Associated with Mr. King for the Union Terminal company is G. A. Vandevort, also of Kansas City, Kas. Mr. King is a well known People's party leader, opposing Mr. Dexter on the other side, who is also of that political faith. Associated with Mr. Dexter are Judge David Harris and Judge David Kelso of Atchison, the regular Missouri Pacific attorneys.

ESCAPED ONLY TO DIE.

Fugitive Convicted Murderer Follister Found in the Hudson River.

NEW YORK, N. Y., May 10.—A body was found in the river off the prison this morning and was identified by Keeper Cunningham as that of Follister, the convicted murderer, who escaped nearly a month ago with Beckel, another convicted murderer, whose body was found last week.

A search of logs found in the body was identified with the other logs of the convict.

OLD JACK.

The Story of a Cavalry Horse and Many Battles.

From the Cleveland Plain Dealer.

All men like a horse, but only a cavalryman takes a horse into full partnership or him that admiration which heroes deify. Our love for Old Jack began at Gettysburg when we saw the captain who rode him from the command and called upon to surrender. He shouted his defiance, gave Jack the spur and that horse brought over seven fences and walls and a great back to his company. A bullet had raked the gallant steed and the men cheered him as he wiped the blood away with their hands.

Late that fall, after a slashing cavalry charge on a Virginia meadow one afternoon, we saw Old Jack standing over the dead body of a master. Other horses were galloping about, but he showed no excitement. When the horses approached him to beg for mercy, but he drove them away for fear they would injure the man at his feet.

Old Jack was with us up and down the Shenandoah valley and one night when a storm stampeded 300 of our horses of the enemy he alone returned. He rode through the fight throughout that memorable year 1864 and was wounded twice again. He was ready for the last campaign and when the order came the white flags almost buried his nose. Only the day before that a pistol ball had given him a severe wound, but he drove to the rear with hundreds of other men, literally fought his way back.

A quartermaster at Washington got hold of him when we returned from Appomattock when we knew that our brigade was West we got Old Jack back on the next day, and he was one of us. At Lees Ferry when they waded out the horses prepared for the long jaunt to the Colorado line led Old Jack away to brand him with a hot iron and sell him to the highest bidder at auction. Company A resolved and petitioned for a guard, and our second lieutenant bought before the degrading branding iron touched his shoulder. We gave him a position when he returned after his brief absence—the sort of welcome an old comrade would have counted on.

Up the Platte, as we got into the Indian country, a dozen men were cut off from command one day. It was a race for the horse of a trooper fell with a break and the lieutenant took the man up to him. Old Jack came in bearing down and an Indian arrow had grazed his eye while making the last half mile. Further it was Old Jack who suddenly raised his eye one midnight just in time to save us from attack.

A week later he was killed by a rifle ball. The rifle was to shoot him, as it had been the case of a score of horses, but we must have it so. Providence sent a rain storm to stop the march, and we passed it enough down Old Jack's neck as we were struck. After three or four days he kicked up his heels as of yore, and was in the brigade wanted a look at him. One day, between the look of a horse