

ONLY A LITTLE RASH.

Prominent Knights of Labor Do Not Think That Joseph L. Evans

WAS URGED ON THROUGH MALICE.

To Make Charges in the Now Famous Jeanette Glassblowers' Case.

HIS CASE NOT TO BE INVESTIGATED.

At Least, Not by the General Assembly Now in Session at Atlanta.

The case of Joseph L. Evans is not expected to come up before the General Assembly, Knights of Labor. It will likely be referred to his local assembly in Pittsburgh. The friendly attitude of farmers and Knights is attracting considerable attention. Discussion of the eight-hour movement may come up in the General Assembly to-day.

(SPECIAL TELEGRAM TO THE DISPATCH.)

ATLANTA, November 15.—It is understood that the case of Joseph L. Evans will not come up before the General Assembly, Knights of Labor, but will be referred back to his local assembly in Pittsburgh. It may possibly come before the General Executive Board. Miners D. A. 135 took the ground that it should not come up here. There seems to be little feeling against Evans on account of the charges connected with illegal operation of glassblowers. While he is President of the Trades Council, which brought that charge against L. A. 300 of glassblowers, it is believed that Homer L. McGraw investigated it. It is not considered that Evans acted from malice, but the opinion of leading Knights seems to be that he was a little rash in preferring the charge.

MORE ALLEGED EVIDENCE.

It is claimed that L. A. 300 has evidence to prove that the seven glassblowers who came to Jeannette, Pa., last May, came simply on the information that there were vacancies at Jeannette. It is claimed they paid their own expenses over, and came without any contract, agreement, and the other counsel will submit printed briefs.

Some minor matters of discipline will come up from Pittsburgh, along with the general list, but none that will in any event involve more than a censure. The General Assembly will take up the land question and other matters of general interest.

Worked Foreman Wheat thinks that the position taken to-morrow will be considerably advanced.

GREAT INTEREST.

is felt in the appearance before the Knights of Labor of President L. F. Livingston, of the Georgia State Farmers' Alliance. A grand federation of the Farmers' Alliance and the Knights of Labor has been suggested, but Livingston was conservative and non-committal, though he has the matter under consideration, and is studying the Knights of Labor organization and principles. In his address to the General Assembly he said on this subject that the motto of the farmers was "Equal Rights to All, and Special Privileges to None." He then turned to the question of the position taken to-morrow will be considerably advanced.

Discussion of the eight-hour movement may come up to-morrow, but it is thought the assembly will be held in a general strike in 1890 for eight hours a day is not probable.

LILLIAN DID NOT SLOPE.

The Famous Opera Singer is Simply Talking a Little Rest.

NEW YORK, November 15.—A dispatch from Chicago last night stated that Lillian Russell, the prima donna of the Casino "Brigades" Company, had eloped with Walter Sanford, a well-known and wealthy New Yorker. It is true. Miss Russell left Chicago last night for New York, but otherwise the statement is false. When she decided late in the summer to send a company on the road an agreement was made with Miss Russell whereby she had permission to leave the company two or three nights before the conclusion of a lengthy engagement in any city and proceed to the next "stand" in the country. Her departure prior to beginning the new engagement. This is all there is to the case in point.

Yesterday she telegraphed Mr. Aronson that she would start for New York at 5 o'clock tonight. The company opens at Philadelphia on Monday night, and Miss Russell's trip East is solely for the purpose of resting herself for a better performance. While in the city she will visit her daughter, who is in a convent at Ft. Lee, and whom she has not seen in two months.

"So far as Miss Russell is concerned," said an attaché of the Casino this morning, "she has had enough of elements. Her experience with Teddie Solomon left an impression that she will not repeat. It was a valuable experience, and she has profited by it."

A SLANDERED COMMISSION.

Gentlemen of Johnstown Fled Relief Famine Returning Home.

MEASRS. R. S. MARVIN, Reuben Miller and J. B. Scott, of the State Flood Commission, returned to Pittsburgh last evening, after a day's investigation at Johnstown. Unexpectedly they almost ran into a meeting of 500 citizens there, called together on misrepresentations as to the commission's methods—so Mr. Scott explained last night. Delegates from that meeting presented the alleged injustices suffered by 16 poor families.

Investigation and comparison showed that not out of the 16 cases demanded any further consideration to receive either just or generous treatment. Indeed, one of the kickers, who had lost only \$20 in the flood, had got a full \$20 return from the commission. The gentlemen of the latter body feel very naturally that they have been slandered and maligned without cause.

Beyond auditing Secretary Kremer's bills and accounts, no further business was done by the commission yesterday.

DECLINE IN PIG IRON ABROAD.

But the Figures Have Not Yet Touched the Importing Point.

English advices of yesterday announced the fact that the upward tendency of the pig iron market had been stayed and prices reduced. Warrants have fallen 15 shillings at Glasgow, and at Middleboro 18 shillings. Operators here say that the price in the English market has been for some time above the importing figure, and that the fall so long expected is not likely to be \$5 or \$6, will not effect the home market.

THAT PARTY RATE.

The Sell of the Pennsylvania Road Against the Baltimore and Annapolis Line

WASHINGTON, November 15.—The Interstate Commerce Commission was to-day engaged in the hearing of the complaint of the Pittsburgh, Cincinnati and St. Louis Railway Company versus the Baltimore and Ohio Railway Company. The complaint alleges, under date of July 5 last, that defendant had put into effect "party rates," whereby parties of ten or more persons traveling together on one ticket are transported over the lines at 2 cents per mile per capita, which, it is charged, is less than the regular rate for a single person, which is about 3 cents per mile. Petitioner insists that this practice of the Baltimore and Ohio diverts traffic from the Pittsburgh, Cincinnati and St. Louis road, which is greatly damaged by the loss of revenue thereby.

Defendant in answer contends that the making of these rates was in no way a violation of the interstate commerce act; that they are an accommodation to the public and necessary to the business of the companies, and other amusement combinations.

Mr. C. K. Lord, Vice President of the Baltimore and Ohio Company, was the first witness, and was examined at great length concerning the action of the company with relation to the points at issue. The other witnesses were Messrs. Edward E. Rice and Henry C. Jarrett, theatrical managers. Mr. Jarrett gave it as his opinion that the exacting of full rates would be to partially paralyze and stop the business of more than two-thirds of the traveling companies. Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

Mr. Rice in his testimony stated that last year he had 240 people on the road, and the difference in the transportation charges between that year and preceding years was \$30,000. The result of the charging of full rates, he said, would be that first-class travelers would not be able to travel over the country. The smaller companies, he said, composed of but few people, might be able to continue to do so, but he believed that the Baltimore and Ohio Company would be unable to do so.

NO MORE DIRTY WORK.

For Allen O. Myers, Who is Determined to Do Up Millionaires Who

WANT TO GO TO THE U. S. SENATE.

He Accuses John R. McLean of a Bargain With Cal. Bric, Whereby

BOTH ARE TO HAVE SENATORSHIPS.

The Newspaper Claims to Succeed John Sherman, Two Years Hence.

Allen O. Myers continues to antagonize his employer, the editor of the Cincinnati Enquirer, who, he says, is conspiring with Cal. Bric to divide the two United States Senate seats to be settled in the next two years. Myers says he is tired of doing the dirty work of his party.

(SPECIAL TELEGRAM TO THE DISPATCH.)

CINCINNATI, November 15.—Allen O. Myers remains on the warpath, wearing all his paint and with a razor-edged tomahawk to-day he explained partially his reasons for breaking with McLean.

"I left him," says Myers, "because the Enquirer is the exponent of dishonest politics, and I'm tired of doing dirty work. McLean hasn't answered my resignation dispatch, and won't. He is afraid to talk back to me. I found out last Saturday that Bric and McLean were in consultation at the Fifth Avenue Hotel in New York. Later in the day—perhaps it was the night before—Bric bargained the two millionaires made. They simply paraded Ohio out in two years McLean to come in. McLean has commenced to play Bric false already, and that's what Charley Baker's candor meant."

"Monday night, possessed of these facts, I went to Lima, where I was to speak at a justification. Nasty, dirty, Ben Lefevre met me at the depot and wanted me to ride up street in a carriage with Cal Bric. I said no. I had no desire to ride with him, and I wouldn't ride with a man I meant to do up. I dared him to prevent me, and said I'd go on the street. That settled it. The Enquirer is now in a small section over it. I made Rome howl; told the crowd plainly that if they wanted to damn Democracy for ten years to come, then elect a millionaire Senator. Bric sat behind me, and got sicker every minute."

&lt;