

HOTEL PERFECTION NOW A FACT FIRST WOODEN RAILROAD BRIDGE OVER THE MISSOURI

THE ST. REGIS, NEW YORK, FASHION MAKING FRIENDS.

Luxurious Appointments and Perfect Service at Reasonable Cost—Novel Features of Pronounced Utility—A Distinctly Comfortable and Inviting Home Atmosphere Bids the Traveler Welcome.

Some time hence, far enough removed to give the proper perspective when the historian of social development in America comes to the year 1904 and the opening of New York's most palatial hotel, the St. Regis, he will start a new page, or, if he knows his business, dignity it with a separate chapter.

Certainly, however, the historian will dwell at length on the fact that, without increasing its rates over any other first-class hotel or restaurant, the St. Regis introduced a new note in hotel-keeping, in that it blended in a most desirable degree the best public conveniences with the genuine comforts of home life.

To the second casual observer this may not seem so important as the development of the turbine engine, or the discovery of wireless telegraphy; but when we consider the multitude with good homes who frequently travel, or who close their houses for a week or a month or more and live at hotels, besides the masses in the big city who, for one reason or another, frequently dine out, the St. Regis comes near to conferring a positive boon on New York's well-to-do residents and sojourners alike.

What is particularly important in this connection is that its prices are no higher than at any other first-class institution of its kind; a room with bath can be had for five dollars a day, or a parlor, bedroom and bath for twelve dollars a day and upward; while side by side with the rarest and costliest vintages in the wine cellar, is the ordinary claret at one dollar or so a bottle. The restaurant also contributes its evidence in this connection by presenting the same scale of prices as charged at all first-class restaurants and cafes. While submitting these facts it is interesting to note that many papers throughout the country, which were innocently the means of creating false impressions about St. Regis prices, through misinformation from certain New York sources, have since paid splendid editorial tributes to the hotel as such, and to the enterprise that had contributed so grandly to the city's adornment.

Continuing on the lines which the social historian will follow, it is necessary to dwell particularly on the note of esthetic refinement which, in the St. Regis, is introduced for the first time. As you enter its bronze-framed doors, you recognize, at a glance, the esthetic cause by the vision of cameo work marble instead of the usual machine-made production; in a sense, you realize that the pleasing ensemble is due to the statuary, and that the heavy Kurdish rug and other features contribute, just as on the upper floors the gold-plated door plates superseding the customary brass production bear a share in the effect of the whole, but you cannot dissect the pervading influence of culture.

Enter the dining-room or the tea-room with R. V. V. Sewall's decorative panels of "Cupid and Psyche," or the connecting cafe, paneled through in quartered English oak, or else, if you prefer, ascend to the second floor, to the library, public apartments and the wonderful banquet hall, lined with polished Vermont marble, and you will at once realize the esthetic atmosphere that is all pervasive. Every salon has a Steinway piano, and everywhere you notice that the management has approached the situation from the point of view of a host catering to the comforts of his guests, and the invisible sign of "welcome, make yourself at home," is omnipresent.

Turning from the esthetic features to the utilitarian, we find scientific conditions and improvements here introduced for the first time in hotel-keeping. The kitchen of white tile and glass-top counters and tables, with its series of improved machinery, need not be dwelt upon; suffice it to say that the motto of the proprietor, Mr. Haan, and perhaps the keynote of his success, "if the kitchen is wrong, all is wrong," has brought about a food-producing place unequalled in the world. The soup, roast, cook, fish cook and the pastry chef, his head-quarters and his staff of assistants. No wood has been employed in the appointments of the kitchen, thus insuring absolute cleanliness. At the point of the kitchen service, every floor has its service pantry, thus enabling the guests to dine as comfortably in their rooms as in the dining rooms below. These pantries are provided with warming closets, refrigerators, etc.

Special mention is also due one of the great luxuries of the St. Regis—one that remains invisible, but, nevertheless, makes its presence most beneficial—the arrangement for supplying pure air through the house. You close your windows to ventilate your rooms, for filtered air enters the various apartments through unobtrusive gratings, often concealed in the ornamental bronze works or decorations. The process of filtering the air is original and on a simple scientific line. The guest has only to turn the dial in his room to hot or cold, dry or damp, to be supplied with air according to the liking, making it an ideal house in this respect in summer and winter alike.

The easy accessibility of the St. Regis from all parts of the city is another all-important feature in its favor. The New York Herald of May 20 printed an interview under the heading "St. Regis Vindicated," with Mr. R. M. Haan, proprietor of the St. Regis, who sailed from that date for a three-months' holiday in Europe and incidentally to transact some business in connection with the hotel. He said, in part:

"The impression was spread throughout this country and in Europe that no one could spend a night in the St. Regis without expending a small fortune. Playful exaggerations were accepted by strangers as statements of fact. Many persons, I have no doubt, still think that it costs twenty-five dollars a day to obtain the most modest accommodations here, although there are plenty of rooms in the St. Regis for five dollars a day.

"It has been precisely the same with the menu. The most expensive articles on the bill of fare have been selected and described as the frugal fare of the St. Regis. This idea of excessive prices, I am happy to say, has been generally dispelled. I leave tomorrow for an absence of three months, and my mind is easy because I know that the public, for whom this hotel was built, has gained the correct idea of its policy.

Milwaukee Company's Crossing at Chamberlain Will Be Ready for Trains in June—Another Step in the Conquest of the West.

Special to The Journal.

Chamberlain, S. D., June 3.—At Chamberlain, on the bank across the Missouri river, are now heard the clang and the roar and the clash of building. Immense steam pile drivers belch out volumes of smoke which hang over the town like a cloud, a sawmill on the eastern bank shrieks and hums and buzzes and tiny donkey engines spasmodically spit out spurts of steam.

All this is caused by the building of the new bridge across the river by the Chicago, Milwaukee & St. Paul railroad and the extending of its line to Rapid City and the Pacific coast.

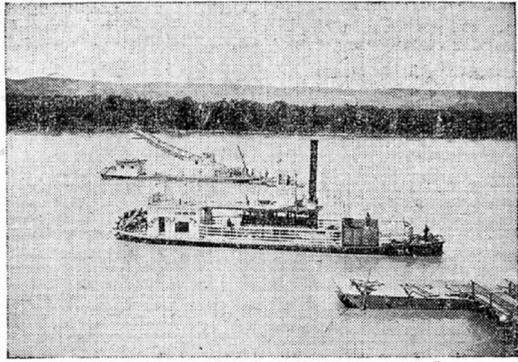
It is another step in the white man's victory over the stubborn west, and history is repeating itself when the glory of the conquest falls to a railroad company.

Some twenty odd years ago, Captain J. A. Eaglin, commanding the steamboat Josephine, was plying up the river

some engineers who say a wooden bridge will not be able to withstand the crush when the ice breaks or the regular springtime floods come down. They argue that substantial steel structures have been unable, often, to resist the ravages of the river and that a wooden bridge will go with the first onrush of the waters.

But as the steel can withstand a storm by bending to the wind, while the sturdy oak is split asunder in its proud defiance, so is this bridge expected to weather all the pranks of the big stream. No attempt will be made to fight the Missouri. While other railroad bridges, with their steel and wrought iron pit strength against force, this one, in a manner, takes off its cap to the "Big Muddy," and will open to allow the river to wend on its way.

Big Boat Forms a Draw. In order to do this, a "draw" will



THE OLD PONTOON BRIDGE AT CHAMBERLAIN, S. D.

and had his attention attracted by a man on the eastern bank, who waved his hand frantically.

"You have some lumber for me," cried the man. "My name is —"

"Where is Chamberlain?" asked Captain Eaglin.

"Here," yelled the man, pointing to a strip of sand, a barren, rocky hillside and rolling prairie reaching out to the east.

The lumber was put ashore and on that day was erected the first house in Chamberlain. In the years that followed Captain Eaglin left the river and is now living in Sioux City. The Josephine was run ashore at Riverside park, at Sioux City, and is slowly rusting away, and Chamberlain has rapidly gone thru the stages of an Indian trading post and frontier town and is now reckoned as a railroad center with a future.

As the country in this vicinity began to be populated, it soon became apparent that the railroad would have to be extended to meet the increasing demands of commerce. A short time ago the need became pressing, and the Milwaukee & St. Paul railroad began to hurry the extension.

WEST END OF THE NEW C., M. & ST. P. RAILROAD BRIDGE AT CHAMBERLAIN, S. D.

Bridge Ready in June. J. F. Pinson, a young engineer in the employ of the company, who had been at Kansas City, Mo., was ordered to construct a bridge at once at Chamberlain and three days later was on the spot looking over the ground. This was on April 1, and on April 4, 150 men were at work. On April 8 the first pile was driven and by June 25 the bridge will be ready to receive a train.

This haste naturally necessitated a structure which, the suitable for present purposes, is intended to last only ten or twelve years. Except for a small portion there is no steel in it, lumber alone being used. There are, in fact, two bridges. One stretches from the town of Chamberlain to American island, in the middle of the stream, and another from the west bank of the river, to the east bank, on the island to join the two bridges.

This is the first wooden railroad bridge to be constructed over the Missouri river. There is much scaffolding

they reach a layer of hard gravel and then seven feet more.

The Old Pontoon. About a hundred yards from the bridge, is another very different from its fellow. This is the old pontoon bridge which has been standing for eleven years and which was built by the citizens of Chamberlain so that the ranchmen in the great grass country beyond the Missouri could bring their droves here for shipment to market.

As these droves are filled with trains, Chamberlain became a familiar name in the development of stock-growing.

This bridge has no pretensions to style as far as modern engineering is concerned, but it is remarkably useful. It is known as a pontoon, supported by a long row of boats. Just before the floods come, the bridge is unhooked and put in a place of safety. At other times, the floating structure rises and falls with the stream.

The majority of Chamberlain's citizens are overjoyed with the proposed extension of the railroad, but there are still a few of the old timers, who eye a railroad suspiciously and grumble as "no range these days." These men are by degrees moving across the river, and their places are being taken by new-comers.

SPANISH QUEEN'S GEMS ENRICH STANFORD "U"

New York, June 3.—Jewels originally the property of Queen Isabella of Spain, valued at \$1,000,000, it was learned today, were left by Mrs. Leland Stanford, who died under mysterious circumstances in Honolulu from arsenic poisoning recently. The gems were given to Leland Stanford, Jr., University of California. In a few weeks they will be sold and the proceeds will go toward a library building for the university, the cornerstone of which was laid about ten days ago.

The jewels are divided into five sets and include some of the most famous diamonds in the world. Romance surrounds them, as they were taken from Spain by Queen Isabella in her flight in the early '30s.

Mrs. Stanford paid \$1,000,000 for the jewels at a private sale.

Turners' Picnic at Young America. On Sunday, June 4th, the Minneapolis & St. Louis R. R. will run two special excursion trains to Young America, leaving Minneapolis at 7:30 a. m., Washington and Fourth avenues N 900 a. m. and 10:15 a. m., on account of the Twin City Turners' Annual Picnic. Return special trains leave Young America 6:00 p. m. and 8:00 p. m.

Carey Roofing will neither run in hot weather nor crack in cold weather. Absolutely guaranteed. See W. S. Nott Co., Tel. 276.

AMERICAN COUNTESS SUES FOR A DIVORCE

New York Sun Special Service. Detroit, Mich., June 3.—Countess Louise May Hecker de Szilassy, wife of Colonel Frank J. Hecker of Detroit, ex-member of the Panama canal commission, has begun a suit for divorce from Count Guyla Hope Joseph de Szilassy of Vienna, Austria.

Count de Szilassy was for many years secretary of the Austro-Hungarian legation at Washington, and it was while on a visit to the capital that Miss Hecker met the count. They were married in 1898. The count took his bride to Austria, where she remained a year, later coming to Detroit.

Tales of cruelty, never published, were heard on all sides, but the countess, after a short stay in Detroit, resolved to go back to the count. She soon returned to Detroit, however, and has lived here ever since. Countess Szilassy charges only non-support in her bill. She has one child.

YANKEES TO SEE MANEUVERS. Washington, June 3.—It is announced at the war department that Lieutenant General Chaffee, chief of staff, and Brigadier General William Crozier and J. Franklin Bell will represent the United States at the maneuvers of the French troops. The invitation to send United States army officers to that country was extended to Secretary Taft by the French ambassador.

Who We Are

What We Purpose to Do.

Our Prize Offer

How the Prizes Are Awarded

The Men Who Award the Prizes

A Final Word

INVEST \$100 INVEST \$1000 INVEST \$100 INVEST \$1000 IN THE MANKATO PACKING CO.

Own an interest in this splendid Minnesota enterprise and win a big cash prize for suggesting suitable and clever names for the different products.

For 12 years we have been in business in Mankato, Minn. Our products are unequalled and have a ready sale in all parts of the United States. We foresee in the growing Northwest and the country in general, greater possibilities. We want to take advantage of this growth by greatly increasing our capacity and selling force.

We have reorganized our business and have incorporated for \$250,000. We have given contracts for enlarging our plant and intend to install new machinery and equipment, making it modern in every particular. Instead of using the profits to pay interest to the banks for a loan necessary to take care of these improvements, we purpose to sell 120,000 treasury shares of our newly incorporated company.

\$16,000.00 IN PRIZE MONEY.

- For the best name for our No. 1 Hams \$7,500.00
For the best name for our No. 2 Hams \$2,500.00
For the best name for our Bacon \$2,500.00
For the best name for our Lard \$2,500.00
For the best design for monogram to be used on label, stationery, packages \$1,000.00
Total \$16,000.00

Only stockholders are allowed to compete and each share of stock entitles the holder to one suggestion or design. A purchaser of 6 shares is entitled to 6 suggestions. A purchaser of 12 shares is entitled to 12 suggestions, etc. These suggestions can all be made on any one article, or you can divide your suggestions among the 5 articles named above.

This prize offer is the largest and most liberal ever made, and in the award every one will have an equal and fair chance. Each and every suggestion is made by numbered coupons, and winners are not known by name until selections are made. We attach a sample coupon to illustrate our plan for suggesting names. These coupons are sent to you with your stock certificates.

Coupon form with fields for name suggestions for Hams, Bacon, Lard, and Monogram. Includes 'You Keep This Part' and 'You Mail This Part' instructions.

The committee in charge of the awards is composed of the following:

- Chas. T. Taylor, Mayor of Mankato.
C. L. Benedict, Postmaster of Mankato.
Frederick Page, Van Dusen, Harrington Co., South St. Paul.
A. Grenemayer, McClusky, Hudson & Grenemayer, Sioux City, Iowa.
A. Garrow, Garrow Bros., Omaha, Neb.

A small or large block of this stock purchased now, not only gives you an opportunity to participate in this prize money but offers an investment that is sure to increase in value. It is our hope to build up one of the largest independent packing-houses in the country. We feel confident that a splendid response will follow this announcement.

Mankato Packing Co., Mankato, Minn. Dept. A.