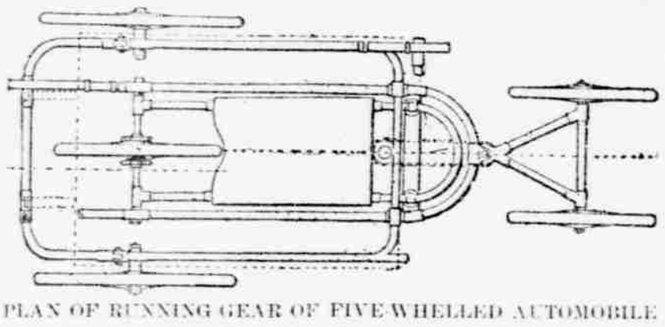
LATEST IDEAS IN AUTOMOBILES.

Self-Propelled Carriages on Very Novel Lines Increasing Comfort in Riding.

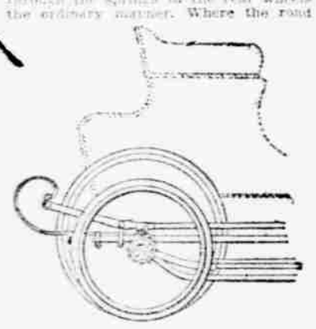
WRITTEN FOR THE SUNDAY REPUBLIC.

One of the most difficult problems confronting the manufacturer of automobiles is the minimizing of the intense strains which the wheels of a heavy self-propelled vehicle are compelled to endure. The wear on driving wheels, which must, in addition, bear a much too large proportion of the burden of carrying the dead weight of the necessarily heavy construction, is especially severe. A Chicago man has, however, devised a scheme which he believes will meet the requirements of the situation. Acting on the principle that the locomotive, in order to equalize the enormous weight carried, is provided with additional wheels, the inventor has designed a frame, in which, in addition to the four wheels usually called upon to carry the weight, a fifth wheel for driving purposes is introduced and mounted on a peculiar form of



PLAN OF RUNNING GEAR OF FIVE-WHELLED AUTOMOBILE

frame between the two rear wheels, that ordinarily do the driving. Power is transmitted to this single driving wheel by double chains running from a countershaft under the rear seat of the vehicle. The counter-shaft is in turn connected with the engine shaft by another chain. A fair idea of the various points of this new frame may be had from the accompanying illustrations. As the driver is rigidly connected to the main frame, it will be seen that it carries practically all the weight of the rig, with the exception of what little passes through the springs to the rear wheels in the ordinary manner. Where the road is



Vertical Section Five-Wheeled Automobile.

uneven the peculiar construction of the frame allows of the driver occupying different planes from the two rear wheels without in any degree increasing or lessening its tractive power. It can sink into a depression or rise over a hummock in the middle of the road, while the other wheels maintain a comparatively level course in the wheel tracks. When the driver is lower than the rear wheels more weight is thrown on the springs that when it is above the road level.

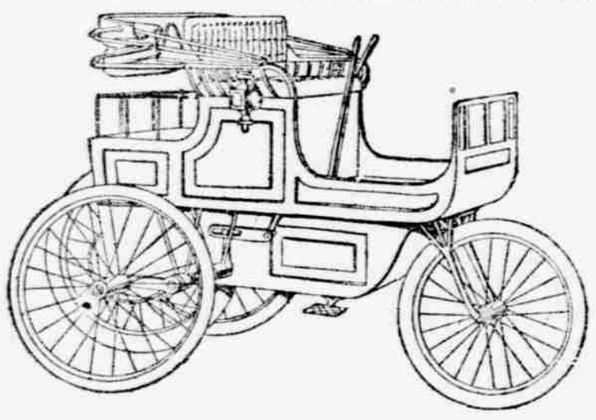
The complete vehicle weighs about 1,000 pounds, and of this weight about half is carried upon the driver. Thus the lessened weight carried by the other four wheels allows of lighter materials and lighter tires to their construction. The steering gear shown in the illustrations is to be replaced by a different and stronger device, experiments having shown that wear in the chain which transmits the power exerted by the arm of the operator often prevents a prompt response, especially when the roadway is heavy or rough.

Peculiar "Quad Bike" Automobile.

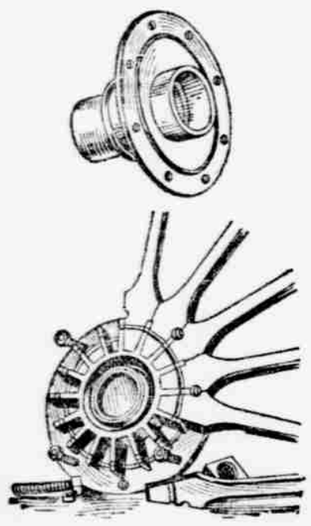
An automobile whose driving mechanism contains much in common with the five-wheeled machine is the one shown in the accompanying illustration. This also has a single center driving wheel, but the peculiar feature of the vehicle is that when once under way the two auxiliary rear wheels may be lifted off the road, thus permitting the vehicle to travel as a bicycle, the steering being done by a single wheel. Steam is the motive power, and the weight of the rig, minus fuel, is a trifle in excess of 500 pounds. The wheel-lifting mechanism is very plainly shown in the illustration.

Interchangeable Hub for Motor Vehicles.

The accompanying illustration gives an excellent idea of the special features of an interchangeable hub, the invention of Wells H. White of Aurora, Ill. This hub is made in two parts, one part having a cupped flange and the other a plain flange fitting into the first. The outer flange of the double flange has radiating ribs, between which are set the spokes. The feature of this new device is that a broken or imperfect spoke may be readily replaced without in any way straining the balance of the wheel. An advantage of no small importance is that if any of the spokes become loose from any cause they may be tightened in a few minutes.



QUAD-BIKE AUTOMOBILE.



Interchargeable Hub.

Congressmen as Automobilists.

The automobile craze has at last reached the halls of Congress. Hitt, of Illinois, is of the opinion that members could do more work, and do it better, if Congress should place motor vehicles at their disposal. "Going the rounds of the departments and up to the Capitol and back again is slow work under present conditions, and the Government could save money by giving each of us a mule. Sides of Pennsylvania be taking no chances and "share the rounds" in an up-to-date motor vehicle of his own, and this despite the fact that he has a large stock farm and breeds fine horses.

Nickel-in-the-Slot Charging Stations.

A Chicago man is applying for a patent on a "nickel-in-the-slot" device that will be appreciated by the users of electric motor vehicles. He proposes to establish small storage stations supplied from a central point, at which "dead" motors may, on the dropping in the slot by their owners of a coin or coins, be sufficiently charged to carry them home. The device is automatic throughout.

Traveling Charging Stations for Electromobiles.

"In Russia," says a Motor Age correspondent, "a very ingenious device is used that should obviate to a certain extent the difficulty in procuring the necessary power, which is such a handicap to the successful use of electric vehicles except in a limited traveling radius. It is an electric charging van. There are several of these vehicles there. They are large steam-propelled vans, carrying an engine and dynamo, which travel about the country from place to place, charging automobiles with electricity. They can supply three automobiles at once. A curious thing about these 'chargers' is that they do not use electricity as a propelling power for themselves. They are driven by steam, and use the steam to operate the dynamo. I have seen them used for all sorts of purposes to drive threshing machines, for instance. In fact, during the harvest season, they occasionally drag a thrashing machine behind them and rent it to the farmers. They have been used to pump water for irrigating purposes also, and for sawing wood and a number of other purposes."

Motor Notes.

American steam vehicles will not be represented in the international cup races to be run off under the auspices of the Automobile Club de France next summer. One of the rules of the contest is that competing vehicles must weigh not less than 50 kilos (882 pounds), and, as the best American machines weigh less than half that, the manufacturers do not think it advisable to construct a heavier carriage for the single event.

Holland, the inventor of the submarine boat, has designed a new automobile for heavy hauling purposes. Motors with horse-powers ranging from five to fifty may be used, according to the character of the work to be performed. These vehicles will make their appearance in New York in the early spring, and it is estimated that the saving in cost of operation as compared with the ordinary horse-drawn truck will be $250 per year for each vehicle. The motive power will be gasoline.

The impossibility of bringing to book those motorists who are responsible for accidents in the street of Paris, has led the officials of the French capital to suggest that on the rear of each vehicle its license number should be painted in the largest possible figures. The Parisian auto-scorcher has a habit of getting away as soon as possible from the scene of any mishap of which he may have been the cause, the speed at which he travels making it practically impossible for any one to identify either machine or owner. The law-abiding automobilists naturally regard this "Dreadnought" project with horror, and are stubbornly contesting it.

Experiments with wood-rim wheels on motor vehicles have shown that when properly constructed they add materially to the life of the tire, the present form of steel rim having a tendency to wear the fabric, especially when the tire is not fully inflated.

In a recent discussion before the electrical section of the Franklin Institute, Professor Rudolph Hunter prophesied that within the next ten years 80 per cent of all motor vehicles will be run by gasoline.

SHOT HIMSELF ON A TRAIN.

Tony Seodlebrand of Los Angeles a Suicide.

REPUBLIC SPECIAL.

Fort Worth, Tex., Jan. 27.—Just as the southbound Santa Fe train reached North Fort Worth to-day, a passenger, Tony Seodlebrand of Los Angeles, Cal., shot himself in the forehead.

He was taken to the hospital, where he died about 11 o'clock. He was accompanied by his wife and two children. His wife left him to go to the forward end of the car for a drink of water, and she had taken but a step or two when he got out the pistol and shot himself. They had tickets to Dallas. No explanation of the act is offered by his people.

METAL PAPER TRUST.

Gigantic Combine of the Industry of Bavaria.

Washington, Jan. 27.—Consul Worman, at Munich, reports to the State Department the creation of a gigantic metal paper trust in Bavaria, embodying the entire industry of that country.

MASK BALL OF THE LIEDERKRANZ.

Largest and Most Successful Affair in the History of the Society.

MANY ORIGINAL COSTUMES.

Among the Most Comical Were the One-Candle-Power Mayor Caricature and the Band of Brownies.

The annual masquerade ball of the Liederkranz Society was given last night at the hall on Thirteenth street and Choteau avenue. It was a great success. The attendance was larger than at any masquerade of preceding years, as the invitations are limited strictly to the members and their families. More than 1,000 persons were on the floor, and many more in the adjoining room and in the balconies.

The modern costumes were brilliant. Much ingenuity was displayed in the selections as well. Uncle Henry, the one-candle-power Mayor, was caricatured by Mr. Filsinger in a manner that created shouts of laughter as he appeared upon the floor. Mr. Filsinger patterned his array after the Republic's cartoons with immense success.

The decorations in the hall were carried out in pink and green. Long streamers of pink, green and pink bunting radiated from the great chandelier in the middle of the ballroom to all corners. Between each streamer was a long rope of incandescent electric bulbs, glowing under pink and green surroundings. Symbols of the globes adorned the large chandelier, and the many hundreds of lights scattered through the hall illuminated it brilliantly. Along the walls were fluted white columns, each about thirty feet high, massive and grand in appearance, some of which were huge bouquets of asparagus and roses and a great bucket of roses.

Upon the walls hung long ropes of smilax and pink roses, from which dangled great butterflies. The gallery was festooned with smilax, and there were great golden rays, behind which the spectator peered upon the dancers below.

The stage was a mass of palms and bunting, and large white bowers, behind which Weil's band played popular music during the evening. The work was all done by Mr. E. C. Boechel.

About 8:30 o'clock the first dance was begun and fifteen minutes later the grand march was inaugurated. Led by the entertainment committee, of which Mr. Louis Hilfer is chairman, the procession entered. The entertainment committee was gaily dressed in fantastic Brazilian vaquero suits with huge sombreros.

Then came the most comical part of the procession, a little German Brownie band. The musicians were headed by the Brownie Soloist, a stout gentleman with horn medals, impersonated by Mr. Rieser Hellenstaller. Then came Mr. Hans Cabin as the Brownie policeman, and Uncle Sam, impersonated by Mr. George Hellenstaller. Mr. H. A. Whitney was a Chinaman with his queue, and Mr. F. A. Wippold was a sailor. The German Brownie was Mr. W. W. Schroeder, and the missing tube Brownie was impersonated by Mr. Adolf Meyer. Mr. Oswald Schumacher was the Irishman and Doctor Schumacher represented John Bull.

They blew with all their might upon their small horns, which were attached to huge tin horns, as they paraded about the hall.

Following them came the Floor Committee, dressed in scarlet satin dress suits, as clerks, with gilded horns and knee breeches. They were a dozen. After them came the stately man who represented the Reception Committee, at the head of cavaliers, in buff satin suits and sombreros of the time of Charles II, with great plumed hats and clanking spurs. After them was the motley crowd of masqueraders.

The first striking figure was the one-candle-power Mayor. He was impersonated by a tall man with a clown's suit, such as appears in The Republic's cartoons, and he wore a Policy hat, tipped slightly to one side, which gave him a rakish appearance. His mask was a grinning face, full of mirth and horror served. In his hand he carried a long, burning candle, and his bosom was a sign with the legend, "The One-Candle-Power Mayor." Everywhere he was greeted uproariously, and crowds followed him throughout the evening. Everywhere young belles sought for him and would almost quarrel for the sake of a dance.

In the long parade there were Rough Riders, masked worn by Messrs. John O'Neil and Louis Schaber, and a Bishop and his acolytes with burning tapers. Then there was Mr. John Goettler as a Japanese priest and Miss Laura Goettler as a Japanese lady. An attractive group was formed by Misses Ella Solst, Laura Hoepple, Rose Hoelke, Elsie Hoelke, Elsie Schiller, Lilly Hoffman, Dora Kaufman and Lucia Kaufman as the summer girls, in short dresses.

Mr. and Mrs. Louis Seidel marched about as Adelina Patti catcher, with the cages upon their backs, and distributing whistles that imitated the chirp of a bird. Then came three pretty French dancers, all in red satin clothes, with abbreviated skirts and red stockings and slippers, impersonated by Misses Edith Bagemer, Adele Heerich and Eleanor Heerich. Prominent in the procession as it wound around was Mr. Hugo Koelle, as a French baker, who marched with a small black nun, Mr. Philip Roth, Jr., who wore a great checked vest and trousers and a white coat with huge black buttons. He impersonated a German traveler. Mr. Walter F. Lauffert appeared as a round-faced nurse, with Queen Elizabeth dangling on his arm.

Captain Otto Eifler and Sergeant Major Farrow of the Washington Guards appeared in their uniforms. There were three young ladies who appeared as French doll ladies, in red satin dresses; they were Misses Olga Koenig and Tillie Cramer and Mrs. Louis Hilfer. As the procession wound itself into tortuous mazes, new costumes and forms were disclosed. There was Mr. Louis Barmeister in a rough suit and a shaggy hat, with a small piece of lee in his lungs, as the ice man. Miss Mayme Holthaus appeared as a schoolgirl. Messrs. Gus and Fred Fuchs impersonated Mr. and Mrs. Hayseed. Mr. Rice was a solemn judge. August Nasse, Jr., was a stout, red-faced paddy.

Later in the evening, while the waltzes were in full career, Messrs. Paul Theegarten and Louis Hilfer, attired respectively as an Italian with a barrel organ and his monkey, strode about the room, collecting pennies and coins and climbing upon the tables.

Dominoes were numerous. In that costume were Messrs. Arthur Doerlincher, Ernest Meriner, August Kaufman, Fred Hatherley, George Lutz, Max Doerlincher, William Hooper, H. Miller, A. B. Schelp, G. A. Voelke, Otto Stoffregen, W. H. Hommersen, Walter Nasse and Ed Wagner, Jr.

Mrs. Richard Schlegel went as Folly, which character was illustrated by a gown of red gauze, ornamented with bells. She flourished a tambourine in a manner which would make a Salvation Army lassie envious.

Among the most attractive costumes seen on the floor were those of Misses Eleanora, Tillie and Minette Blosser. These three young girls wore as fairies. They wore light floating white gauze skirts, over different colored silks. Mrs. Blosser, who chaperoned them, went as a school girl, in a dark red dress, trimmed with cream-colored lace.

Georgia Dengler, Josephine Schnell, Fannie Kaiser, went as negro girls of the early days, with striped gingham dresses.

Misses Laura Doeppler, Paula Kauffmann, L. Kauffmann and L. Hartmann were attractive summer girls.

Mrs. Philip Hassendeubel wore a black domino and mask.

Miss Harlette Ohrndorf went as Kate Greenaway.

Miss Carrie Bribach was an America girl.

Anna D. Allhoff was a Spanish dancer.

Mrs. H. Soest, queen of night in sable.

Misses E. E. Soest, Rose Hoelke, Elsie Hoelke and Elsie Schiller were summer girls.

Miss Bertha Hassendeubel, "Dolly Varden."

Miss Paula Hassendeubel went as Columbia, wearing the Stars and Stripes.

Misses Lillie Schnell and Clara Kaiser were school girls, with white gowns. Misses Violet Peters and Lulu Peters also were school girls.

Miss Henry Cornet wore a black silk domino.

Miss C. Soldan, pink domino, silk evening costume.

Misses Ida, Lena and Clara Mueller, all as evergreen, with spangles.

Miss Frances Kaufmann was a tambourine girl, with ornaments.

Miss Augusta Schlueter, pink domino.

Miss Amy Bergmann, fancy rider of races.

Miss Fanny Teuscher, liberty.

Miss H. Bergmann, midnight and moons.

Mrs. E. Morisse wore an ancient gown worn years ago by her grandmother at early St. Louis functions.

Mrs. Henry Cornet wore a black silk domino over a handsome evening gown.

Miss Lily Schmidt was a bisque doll from Dresden.

Miss Emily Burmeister was an English sailor girl.

Mrs. Charles Rippe wore a pink domino over an evening dress.

Miss Meta Burmeister went as the queen of violets.

Miss Luella D. Lang represented "cherry ripe."

Mrs. Lillie Lang tripped about as a fairy in white gauze.

Miss Aude Enders, "Goddess of the Hunt."

Miss Olivia Beckman as a Tyrolean peasant.

Mrs. L. Helfer represented a French doll.

Miss Olga Kring went as a doll, in red gauze and dainty poke bonnet.

Mrs. Robert Herold, in a gypsy effect, representing a runaway girl.

Mrs. Henry Kortjohn was a gypsy.

Miss L. Posner, red silk and white trimmings in a peasant costume.

Miss Bertice Vasquez represented a moonlight night in June.

Misses Anna Stein and Lulu Peters went hand-in-hand as the violet and rose.

Miss Cecilia Naughton represented night.

Miss Ella Arens, a Swiss peasant girl.

Mrs. H. H. Adriens, red domino.

Miss Bertha Diehm, "Roseneen."

Miss Ellida Schulze floated about amid stars and fitted as queen of Night.

Misses Olga and Laura Herold were red pajodes.

Mrs. A. Steinmeyer, a peasant of Normandy.

Mrs. J. W. Reinholdt, the shepherdess of the Rhone.

Miss H. Weindel wore a blue domino, with Countess Zoza underneath.

Mrs. Walter Mestart went as a German peasant.

Mrs. Augusta Schlossstein, as a barmaid.

Miss Fanny Kaufmann was a summer girl.

Miss Luella Kaufmann was a seashore shell.

A hit was made by an ecclesiastical group of a Bishop and attending acolytes. They were Mrs. Giannini, Bishop; Mrs. E. Faust, Miss Minnie Busch, Miss Vera Giannini, Mrs. Schnedige and Miss Homes.

Miss Marie Schlossstein, as a sailor girl, wore blue and white crepe. Misses Emelia and Bertha Biedenstein, two coy young sailor girls.

Mrs. C. F. Heckel, shoedgirl.

Misses Ellanore Heerich, Edith Rauscher, Adele Heerich, three American beauties. They were held in hand by Mrs. George Heerich.

Miss Clara Powetzky was brilliant as the queen of fire.

Miss Lilly Lohmeyer, a coy schoolgirl.

Mrs. James Newell, Mrs. John E. O'Neil, Miss Rosie Rotty, a bevy of sailor maidens.

Mrs. Fred Noble was a Quaker girl.

Mrs. Paul Theegarten went as a Japanese.

Miss Ida Bloesel, a mystic from the gypsy clans.

Miss Marguerite Neumann wore one of the most original costumes on the floor. It represented a fire fly.

Mrs. Otto Schubert, a Japanese.

Miss Clara Krutch was a Colonial girl.

Mrs. August Busch, a girl from Japan.

Miss Jennie Roth was an American.

One of the originals was Mrs. J. A. V. Schmidt, who went in a jute bag, marked with Scotch.

Miss L. Steinwender, a day in spring.

Mrs. Silvio Albers went as a tombstone, dressed entirely in black.

Mrs. H. L. Schaefer, as Kate Greenaway.

Mrs. F. Earnest Cramer wore a handsome evening gown.

Miss Adele Stumpf and Mrs. J. C. W. Meyer were two violets.

Miss L. Kaminski as a violet of early spring.

Misses Adele and Martha Kaminski represented sticks of peppermint candy.

Miss Emma Hoppe went as a woman.

Miss Freeda Kerner looked like a bunch of grapes. She went as an American beauty.

Mrs. H. Schumacher as a French peasant.

Misses Clara Gaffron and Helen Hahn were apt actors as juvenile maids.

Mrs. H. Weinder wore a fancy costume.

Miss Louisa Glasner was in a pink domino.

Mrs. A. Westman black mask and flowing garb of a Roman matron.

Miss Dora Witte danced about as a French doll.

Miss Minette Biffe as a buzz saw.

Miss Estelle Crone, red satin domino.

Misses Ella and Emilie Holthaus, flower girl and summer.

Miss Mathilda Koelle wore a red domino.

Mrs. J. A. Heckel, a French doll.

Miss Ella Fuchs, "Proserpina," a gypsy queen, in a yellow gown and an array of ornaments.

Miss Rose Weissenborn represented the daily press and flitted about with a close book gleaning all there was of news.

Miss Rose Rothy, Topsy.

Mrs. A. Rothy, pink domino and masque.

HURT IN A RUNAWAY.

Thomas Fitzgerald, One of Four Persons in a Carriage.

Four persons had a thrilling experience last night on North Grand avenue, in a carriage, which was pulled along the street by a pair of runaway horses. The animals became unmanageable at Grand avenue and National Bridge road and bolted. The driver did his best to check them, but the lines broke and he had no way of controlling them. The pitching of the carriage frightened the occupants, and they commenced to scream. The noise terrified the animals and they ran faster than before.

The carriage struck a bowlder in the road and the driver, D. R. Agan, was hurled from his seat. At Grand avenue and Palm streets the carriage ran into a telegraph pole and was overturned. The occupants were thrown out, but were not seriously injured. The carriage belonged to the Columbia stables at No. 818 Leonard avenue, and was occupied by E. F. Grumley of No. 3440 Franklin avenue; H. W. Schaff of No. 3438 Franklin avenue, and Mr. and Mrs. Thomas Fitzgerald of No. 3435 Franklin avenue.

Mr. Fitzgerald sustained a slight cut in the back of his head. The wound was dressed by Doctor Vall of No. 3535 North Grand avenue. The driver of the wrecked carriage telephoned to the stables for another and the people were sent to their homes. The damage to the carriage amounts to about $150.

DR. PARKHURST'S CHANGE.

Thinks Saloons Should Be Open a Part of Sunday.

REPUBLIC SPECIAL.

New York, Jan. 27.—Doctor Parkhurst expressed himself on the subject of the saloon, the work of the police and the localization of vice to-day in language that showed he has modified his views in some respects. For the first time he came out in favor of the saloons remaining opened at least a part of the day on Sunday for the sale of beer and "soft stuff."

"The Raines law," said Doctor Parkhurst, "is utterly worthless. There will be three advantages derived from allowing the saloons to remain open at certain hours on Sunday.

"In the first place, it is not so degrading to public morals to have an imperfect law on the statute books, provided it is enforced, as it is to have a more perfect law that is absolutely ignored. In the second place, just so much opportunity will be taken away for traffic between the police and the law-breakers. In the third place, such a law should catch the Germans, and with the Germans the native Americans and the Hebrews, we ought to defeat Tammany. There is one good thing about the Hebrew, and that is that he hates the Irish, who represent Tammany. No whisky should be sold on Sunday.

"At the last meeting of the Society for the Prevention of Crime, I suggested that we ask the Police Commissioners if they would not give us the pick of thirty officers and subject to us the job of cleaning out East Side vice. I rather think that under such circumstances we could do it rather easily in about six weeks."

GREAT ENGINEERING FEAT.

Work on the Simpton Tunnel Well Under Way.

Washington, Jan. 27.—A report to the State Department from Consul Frankenthal, at Berne, records the progress of one of the greatest engineering enterprises of the century, which began in 1898, when the first blow was struck on the Simpton tunnel.

This tunnel will be twelve and one-half miles long—the longest in the world—and is to be completed in five and one-half years and to cost $15,415,500. It will be the third tunnel connecting Italy with outlying countries by rail and will save forty-three and one-half miles between Paris and Laman.

There are many engineering features of this great undertaking briefly referred to in the Consul's report, which make it of extraordinary interest to civil engineers.

Up to December 12 two and one-fifth miles of the tunnel had been completed.

LEFT MESSAGES OF LOVE AND WISDOM.

Peaceful End of the Reverend Doctor D. M. Harris, Editor of the Observer.

SUCCUMBED TO APPENDICITIS.

Untimely Death of One of the Foremost Men in the Cumberland Presbyterian Church—Funeral Services.

The Reverend Doctor D. M. Harris, editor of the Observer, a weekly publication devoted to the interests of the Cumberland Presbyterian Church, died at his residence, No. 3430 Bell avenue, yesterday at 2:30 p. m. On Thursday, January 18, Doctor Harris was stricken with appendicitis at Gibson City, Mo., whither he had gone to lecture, and was brought home at once. Last Friday he was operated upon at his home, and survived the operation only a little more than twenty-four hours. The funeral services will be held this afternoon at 3 o'clock at the Lucas Avenue Cumberland Presbyterian Church, corner of Lucas and Channing avenues. The Reverend Doctor R. P. Fullerton will officiate, and he will be assisted by the Reverend Doctor W. R. Palmore, editor of the St. Louis Christian Advocate, the Reverend Doctor Jesse Bowman Young, editor of the Central Christian Advocate, and the Reverend Doctor J. H. Garrison, editor of the Christian Evangelist. The doctor will be buried in the family burying-ground at Bloomington, Ill., to-morrow.

Yesterday about noon Doctor Harris came to full consciousness, and Doctor Fullerton, who was present, declares that he never witnessed such clear testimony, nor such a triumphant death. As his friends gathered about him, he gave a message to each and to absent friends; then to his church at large, and then followed statements of a general nature. Among these messages were the following:

"Tell the church to finish its educational work, and the great end will justify the outlay of time and money."

To his mother, who is still living at Bloomington, Ill., his farewell message was:

"Tell mother I am going before to make ready for her."

To the business community, he said: "The principles of Christianity in business men are the foundation of all true success in life. An enterprise which cannot be conducted on such principles cannot have the blessings of God, nor the support of Christian people."

Among his more fragmentary statements were the following: "I have often said I would be willing to die in order to solve the mystery of life."

"I believe the disagreeable part of dissolution will contribute to the full fruition of immortal life."

"The only thing in this world which has any real comfort in it is giving comfort to others."

"The most rewarding thing I ever did was to read the Book of Ephesians through seven times in one day—three times in Greek and four times in English."

"I have live enemies, but no enmities."

"To see the whole of life is to rob it of its tragedies."

Doctor Harris was born in Kentucky, January 4, 1835. His father was a minister in the Cumberland Presbyterian Church, and he was educated in Bloomington, Ill. For years Doctor Harris was professor in Lincoln, Ill., University, and left the university to take charge of the Cumberland Presbyterian at Nashville, Tenn. He made several trips to Europe, and in his last trip his wife, who survives him, accompanied him, their trip extending over some two years. In 1893 he came to St. Louis and purchased the Observer, which he continued to publish until his death.

The doctor had extended influence in the denomination to which he belonged, and was the author of the plan now in operation for the endowment of the colleges of the denomination in 1899 the centennial of the Cumberland Presbyterian Church. He was also a member of the General Educational Commission, and chairman of the Committee on Coordination of the Colleges. He was also well and favorably known to other denominations and was a strong advocate of the prohibition of the liquor traffic. Doctor Fullerton, in commenting on Doctor Harris's life, said: "I do not see how his place can be filled."

CHRISTIAN ENDEAVOR NOTES.

The Reverend Mr. Hazlett to Lecture—Mass Meeting.

Two lectures will be given, to-morrow and Tuesday evening, respectively, at the First Presbyterian Church by the Reverend D. M. Hazlett, under the auspices of the St. Louis Christian Endeavor Union. The lecture Monday evening will be on "A City's Duties to Its Citizens," and on Tuesday evening, "The Human Rubbish Heap." Both lectures will be profusely illustrated by stereopticon views. No admission fee will be charged, but voluntary offerings will be taken each evening.

A "Mass Meeting" of the St. Louis Christian Endeavor Union will be held at the Lucas Avenue Cumberland Presbyterian Church, Lucas and Channing avenues, Friday evening, February 2. The programme for the evening is as follows: Song service conducted by R. O. Bolt; invocation; address, "Certain Endeavor Ideals," by the Reverend Cleland B. McAfee, D. D., president of Park College; consecration service, conducted by the Reverend Howard S. MacAyeal, pastor of the Central Congregational Church. The organist of the church in which the meeting is held, William H. Pommer, will officiate at the organ.

To-morrow evening all the Christian Endeavor societies of the local Christian churches will meet at the Central Church, on Finney avenue near Grand avenue, to participate in the quarterly rally.

Prohibition Union to Meet.

The Sixth District of the Prohibition Union of Christian Men will hold a meeting at the Beckville M. E. Church, Morganford road and Oleatha avenue, this afternoon at 2:30. Similar meetings will also be held at the Immanuel Congregational Church and Tower Grove Baptist Church.

Sermons on the Bible.

The Reverend C. L. Kloss, pastor of Webster Groves Congregational Church, will preach this morning on "The Revelation in the Face of Jesus Christ." This evening he will begin a series of discourses on biblical theology and criticism, and the five topics in order are as follows: For this evening, "Have We a Bible?" next Sunday evening, "Who Wrote the Bible?" February 11, "How God Inspired the Bible?" February 18, "The Key to the Scripture"; February 25, "Question Box Service."

MANGLED BY A TRAIN.

Man Supposed to Be Franklin Stake the Victim.

A well-dressed man supposed to be Franklin P. Stake, was run over and killed by a Clover Leaf train near Madison, Ill., last evening. The train left Union Station at 7 o'clock.

It is said that the man was lying on the track when the train approached, and was not seen by the train crew until it was too late to check the speed of the engine.

The body was mangled beyond recognition. It was gathered up and conveyed to Madison. From papers found on the dead man he is supposed to be Franklin P. Stake.

FIRE AT MINNEAPOLIS.

Four-Story Brick Building Destroyed—Loss $150,000.

Minneapolis, Minn., Jan. 27.—A four-story brick building, occupied by McKusick, Copelin & Riddell, confectioners, on Second avenue, north, was destroyed by fire tonight. Loss, $120,000; insurance, $100,000. Several smaller stores were damaged to the amount of $5,000.

CHICAGO DRAINAGE
Canal Water is Here. FILTER Your Drinking Water
Through One of the
SUCCESS-TRIPOLI
STONE FILTERS.
The manufacture and sale by us (since 1889) of "OVER THREE THOUSAND" clearly proves it
"THE BEST FILTER ON EARTH!"
Every one fully guaranteed.
Prices: 6 Gal. Day Capacity...$3.00 | 9 Gal. Day Capacity..$4.50 | 16 Gal. Day Capacity $6.50
See the Simple Lock Joint Pressure Filter, 100 Gallons Day, for--$10.00
R. B. GRAY CHINA CO., 312 North Broadway

JAMES S. BRITTON, FORMER MAYOR OF ST. LOUIS, DEAD.

END COMES AT ARDLEY-ON-THE-HUDSON.

For Nearly Forty Years He Was Prominent in Business Affairs of This City.

A telegram to The Republic from New York last night announced the death of James S. Britton, a former Mayor of this city, at Ardley-on-the-Hudson. For several years past he had lived at the home of his daughter, Mrs. Mackin, in Madison street, New York. He had resided in that city nearly all the time since his departure from St. Louis five years ago.

From 1857 till 1881 Mr. Britton was a prominent figure in St. Louis business affairs. He began life in Virginia, where he was born in July 11, 1817. His father was of Irish and his mother of Welsh descent. When he was only 15 years old he began to earn his own living and, after four years of hard work, was made a partner in the business in which he was first employed. After he had been in business two years he moved to Troy, Mo., and opened a store. He prospered, and in 1857 he came to St. Louis to become cashier of the Southern Bank, which afterwards became the Third National Bank, after he had been made its president, in 1864. Later he served as president of the National Bank of the State of Missouri until its failure, in 1880.

Mr. Britton held a number of positions of public trust before he removed to St. Louis. In 1848 he was Secretary of the State Senate and later served two terms in the House. During the legislative session of 1856 he was chief Clerk of the House. He also served two terms as Treasurer of Lincoln County and one term as Postmaster of Troy.

In 1875 Mr. Britton was nominated by the Democrats of St. Louis to succeed Mayor Arthur B. Barrett, who died a month after he had been elected to the place. Mr. Britton was elected and served out the unexpired term. But when he was nominated again, though he was declared elected, the election was contested and the office was given to Mayor Overstolz. The matter came before the City Council for settlement, and the vote was strictly partisan. The members who voted to oust Britton earned the subriquet of "the sweet sixteen." Present Sanitary Officer Francis was one of the sixteen. Judge Thomas Morris is one of the men who supported Britton. The fight was over the collection of the gas receipts with the city, and Mayor Overstolz was regarded as the friend of the companies.

Mr. Britton was married while he lived at Troy. His wife died years ago. Their daughter, at whose home Mr. Britton spent his last days, was married to the surveyor General of New York. Their only son went to Texas and engaged in the banking business at Vernon. His venture proved to be a failure and the bank was closed. The young man was arrested, as was also his father, who tried to extricate him from his trouble. The father was quickly released, as it was shown that he could not be connected with the affair. The son died shortly afterwards. Mr. Britton then went to New York to live.

CHARLES RIEDESSER FINED.

Convicted of Stealing Corn in St. Louis County.

The second trial of Charles Riedesser, the wealthy St. Louis contractor, charged with stealing corn from a farmer living on Lackland avenue in St. Louis County, was held yesterday in the court of Justice John T. Rapp at Wellston and resulted in the defendant's conviction. He was fined $40 by the jury. The trial lasted throughout the entire day and was replete with bitter testimony from the witnesses and scathing tilts between the attorneys in the case.

Mr. Riedesser broke down in court when the jury's verdict was announced and wept like a child. His wife, who was present, also shed tears and declared, dramatically, her belief in her husband's innocence. The case probably will be appealed to the Circuit Court, the same as was that of Henry Kruger, a co-defendant of Riedesser's, who was found guilty at a recent trial, fined $50 and sentenced to serve a six months' term in the county jail.

The offense for which Riedesser was convicted yesterday and Kruger some three weeks ago was committed on Sunday, November 19, 1899. On that day Riedesser and Kruger, who are neighbors in North St. Louis, concluded that they would recreate in the country for one day. After partaking of a banquet of persimmons, they gathered a few hickory nuts and started back to St. Louis, singing "Die Wacht am Rhein." When they reached the city they had thirty bushels of corn in their wagons.

On the same evening the same amount of corn disappeared from the field of William Terry on Lackland avenue. Walter Umbach, a St. Louisan, saw two men stealing it and gave the alarm, with the result that a posse chased Riedesser and Kruger into St. Louis. They reported the matter to the police, and early the next morning Kruger and Riedesser were routed out of their beds and placed under arrest. They maintained that they had purchased the corn from a negro.

Riedesser is a picturesque character and has figured before the public on numerous occasions in the last year. First, he divorced his wife in order that he might marry Mrs. Rosa Lehman, who had also been divorced and whose husband afterwards married Riedesser's divorced wife. Then Riedesser and his wife caused another sensation by eloping to Clayton. It was while celebrating the acquisition of his second wife that Riedesser suggested to Kruger the trip into the country that has since caused him so much sorrow and grief.

DONATIONS ARE REQUESTED.

Provident Association Needs Wearing Apparel.

The Provident Association makes an earnest call for secondhand clothing, furniture and all articles of apparel and household use. Its supply of what is most needed will be exhausted before the end of the month, such as men's top and under coats, trousers, underwear and shoe and boys' trousers, underwaists and shoes, and women's dresses, skirts, underskirts, wrappers, heavy undershirts and drawers and fascinators, and for girls, 8 to 12 years, dresses, underskirts and underwear.

Donations of the specified apparel especially are earnestly requested. Upon notice to the central office, No. 1823 Washington avenue, donations will be called for.

ANOTHER BLESSING ON
THE ONLY McNICHOL.

"I declare," said Mrs. Hill,
"This sink and tired of work!
My rooms seem so wore quite neat,
As much as of 1 of dirt.
I'm ready to sink in grief profound
From morning and until night,
No matter what and my I do,
My house is not a fright."

"Why ask you why," said Mrs. Hite,
"Your floors look as shoes the same—
Your furniture is scratched and old,
Your carpets full of stains.
Just mark a sale," he added, "the stale—
Just new goods, that you desire,
You'll save it all in short—its bills;
You surely need a rest."

"Don't say you can't, or won't or shan't!
I know you'll be a squeak;
But you can do it." Mrs. Hill did
And thousands by her each week;
For nothing now all day somehow
Seems to go right;
For all the kitchen troubles
With money they help through."

"Why, dear," she said, "I've had a deal
Of debt, you know—that's sad,
But now thousands by my each week
Are quite amazed at I, I think,
The best I've ever had.
McNichol's plan—with that I can
Make money right and fast;
I know the goods bear any test,
The lowest, that's his price."

One more possible woman rescued to enjoy life in an easier way in her own beautiful clean home, thanks.
(Trade-mark.) THE ONLY McNICHOL,
No. 314 North 12th Market st., St. Louis, Mo.
P. S.—Is Bedding the best? Yours and elegant boxes; this all strangers remark upon investigation. The prime mover and maker of them is our own
ONLY McNICHOL.
He has the finest of everything, or the simplest, at any price you may desire. But always for the lowest possible price.
Elegant lace curtains, china, chasseaux, bedroom suites, parlor suites, dining suites, kitchen cabinets, bedding, easy chairs, baby cribs and carriages, boys' iron and wooden beds, bedding, office library and hall desks, mirrors, baseinets, all household necessities for kitchen work, kitchen and bedroom work, all as good as above, ranges, refrigerators, for boxes, selected creations, save half the use—everything needed for a perfect home.
CASH OR CREDIT. LOW, EASY TERMS.
THE ONLY McNICHOL,
The Man Who Helps All.

DEFIES THE DOUBTERS.

Professor Scheele Will Drink More Cyanide of Mercury.

REPUBLIC SPECIAL.

New York, Jan. 27.—Professor Walter T. Scheele came to New York from his home in Woodbridge this evening in a state of high inflamation. For a man who professed to have drank a solution of bromo-seltzer and mercuric cyanide the night before, he was in remarkably good physical condition, though he complained some what of the after-effects of his peculiar dose.

Doctor Scheele's indignation was due to a disposition on the part of other chemists to doubt that he had actually done what he said he did, when he surprised his guests on Friday night by drinking a solution that had been prepared for experiment upon a guinea pig.

It was suggested to Doctor Scheele that he could probably dissipate any unwarranted doubts on the part of his followers in the profession if he would consent to take a similar dose after it had been mixed by a committee selected from their number, or composed of three physicians of recognized standing.

"I am perfectly willing to do that," said Doctor Scheele. "I'll do it just as soon as I have time to recover from the effects of last night's experiment. I said this afternoon that I would not again submit myself to this experience, but I cannot have to feel that the genuineness of my experiment is doubted."

Medical men generally scout the idea that Professor Scheele drank cyanide of mercury, and if the professor is sincere he will have an opportunity to consume some of the "real thing."

The Dixie Flyer.

Sleeping Cars St. Louis to Jacksonville, Fla., via Nashville, Chattanooga and Atlanta, every day by the Illin