LONDON WHIFFS

A PRODUCTION OF A PROGRESSIVE CIGAR FACTORY

How London Whiffs are made equal in quality to a 10c or 15c cigar and cost only 2½c . . . .

Fancy, stylish-shaped 10c or 15c cigars cost from 12 to 15 dollars per thousand more to make than

London Whiffs

A fancy, so-called, tasteless Sumatra wrapper is used on the higher grade cigars—not for good taste but for good looks—

London Whiffs

Is not made good looking, but has the sweetest Connecticut wrapper obtainable, which gives a far superior taste to a cigar than any fancy Sumatra grown—thereby saving again $7.00 per thousand.

Now comes the fancy assorting of colors—fancy packing, fancy boxes—fancy labels—which is another expense from $8.00 to $10.00 per thousand, without adding one particle to the quality of the cigars.

London Whiffs

Are free from all these expenses, they are, of course, made plain—but what does the cultivated smoker care how fancy a cigar looks, after he is made aware that in the material lies all the secret in a good smoke.

London Whiffs

Are mild—very high in aroma, and, for a short smoke, the best substitute for a heavy Havana cigar. During office hours a

London Whiffs

will always take the place of a 10c or 15c cigar, without leaving the injurious effects of a heavy Havana cigar.

Just try them, $2.25 per 100.

Scudder-Gale Grocer Co., Peter Hauptmann Tobacco Co., Distributers, St. Louis.

Marcus Feder, Cleveland, O., Manufacturer.

INTERCHANGEABLE MILEAGE PLANS.

Extension of Credentials Discussed by Western and Southwestern Agents.

THREE THOUSAND MILE BOOK.

Proposition to Substitute It in Extended Territory—Bureau Meetings—General Railroad Notes.

A meeting of the Southwestern Passenger Mileage Bureau was held yesterday at headquarters in the Union Trust building. After a docket of routine subjects had been disposed of a conference was held with a committee of the Western Passenger Association, consisting of George J. Charlton, general passenger agent of the Chicago and Alton; John Francis, general passenger agent of the Burlington and Missouri River, and Charles Cairns, assistant general passenger agent of the Northwestern.

The object of this conference was to devise a plan for extending the interchangeable mileage system of the Southwestern Bureau into the territory west of the Missouri River, so as to include the lines which are not at present members of the Southwestern Mileage Bureau.

The Western Association Committee proposed a plan whereby a general system of interchangeable mileage might be put in operation in both territories. The distinguishing feature of this was the abolishment of the present 2,000-mileage credential and the substitution of one of 3,000 miles for it. It was argued that inasmuch as the territory would be extended to Colorado points, under the proposed new system, the traveler should either pay a higher rate per mile for the privilege accorded or should be compelled to travel more miles before being entitled to rebates. The latter plan was considered more equitable, and hence the proposition for a 3,000-mile book.

It is thought that this plan will not be acceptable to the lines using the 2,000-mile book, but no definite action can be taken until the committee makes its report to the members of the Western Passenger Association. This will be done at the regular meeting to be held at Pere Marquette, Mich., on July 16.

At the meeting of the Southwestern Passenger Bureau that usual "routine docket" which has already been published, was disposed.

The following representatives were in attendance at the meetings: S. F. B. Morse, assistant passenger traffic manager Southern Pacific; E. P. Turner, general passenger agent Texas and Pacific; Bryan Snyger, general passenger agent Firsco; W. S. Keenan, general passenger agent Gulf, Colorado and Santa Fe; George Morton, chief clerk passenger department Missouri, Kansas and Texas; Dan McNamara, chief clerk passenger department Burlington; E. W. Lebeaume, general passenger agent Cotton Belt; W. J. Black, general passenger agent Santa Fe; T. H. Jones, general passenger agent of Cotton Belt in Texas; George P. Lupton, assistant general passenger agent San Antonio and Aransas Pass; S. G. Warner, general passenger agent Kansas City Southern; C. B. Sinat, general passenger agent Rock Island in Texas; John Sebastian, general passenger agent Chicago, Rock Island and Pacific; H. C. Townsend, general passenger agent Missouri Pacific and Iron Mountain, and E. W. Thompson, assistant general passenger agent Chicago, Rock Island and Pacific. Chairman C. M. Pratt presided at both meetings.

PLANS DEVELOPING.

Chicago and Alton and Kansas City Southern Getting Together.

It was announced in The Republic last Saturday that Stuart R. Knott, at present vice president of the Plant system, was destined to play an important part soon in the active management of lines controlled by the Harriman syndicate. On July 15 he will become vice president of the Chicago and Alton and it is expected will be given general charge at once of all traffic matters of the system. In addition to this his election as president of the Kansas City Southern, which becomes effective on August 1, will place him in a dual position of sweeping power and responsibility.

It was well known that Colonel S. W. Fordyce's tenure of office as president of the Port Arthur Route was limited, as negotiations had been pending of late with a man prominent in Western railroad circles to become his successor. These negotiations were brought to an end by the gentleman himself, who frankly admitted that his selection by Mr. Harriman might antagonize other interests in the syndicate and produce results not in harmony with those which have been outlined for the future. He accordingly was dropped, and negotiations opened with Mr. Knott, who has formally been selected to succeed Colonel Fordyce.

The general opinion now is that the Kansas City Southern will be made a part of the Alton system, becoming the Southwestern division, though for a time at least it will be operated separately. President S. M. Felton of the Chicago and Alton will be the man at the helm in the active management of both systems, though he denies that he will be made chairman of the board, or that he will go to New York to assume a new position.

GRAIN RATES SENT UP.

Four Cents Raise Between Missouri and New Orleans.

Chicago, Ill., July 11.—Western lines have practically agreed to raise the rates on grain products between the Mississippi and Missouri rivers and between Kansas City, New Orleans and Galveston.

It was agreed at the meeting held here today that the agreed rate of 9 cents between the rivers should hereafter be maintained and all the lines pledged themselves not to carry grain or its products any cheaper. For some time there has existed a rate of 5 cents, which was not a published rate, but which nearly all roads granted.

In order to maintain the proper relation between the shipping interests west and south the rate between Kansas City and the Gulf, which now is 15 cents, will be raised accordingly. It is said as soon as lake competition closes the rates will be further raised between the rivers and from the Missouri east to the seaboard.

The rate on export grain is now 15½ cents and on grain products 17½ cents. Formerly the rate was as high as 23½ cents, and it is said to be the purpose of the roads to finally restore this rate.

WESTERN FREIGHT POOL.

A New One Said to Have Been Formed at Chicago.

Chicago, July 11.—The Tribune says: "The general freight agents of leading Western roads have formed an arrangement for the pooling of business. Joint agencies are to be established at Kansas City, Omaha and St. Paul. A joint agent will be placed in charge of the traffic at each of these cities. H. H. Courtright has been appointed to manage the Kansas City office and he is in charge of the Omaha office temporarily in addition.

"The Kansas City office will handle traffic for adjoining cities like St. Joseph, Atchison and Leavenworth. The Omaha branch covers Sioux City Lincoln and Beatrice. St. Paul looks after Duluth, Minneapolis and other points in the vicinity. Permanent agents will be appointed in Omaha and St. Paul soon."

Underwood Story Revived.

The story is revived that a change in the management of the Baltimore and Ohio is likely to take place in the early retirement of F. D. Underwood, second vice president and general manager. The statement is made to-day that Mr. Underwood's retirement is only a matter of a few days. His connection with the Baltimore and Ohio has been due to the Hill interests, which he looked after, and now that Mr. Hill has disposed of his interests it is said that Mr. Underwood will retire. When the Pittsburg and Western becomes Baltimore and Ohio property it is given out that President Thomas M. King will go with the merger and take the office of general manager, but he will not retire from the Pittsburg and Western.

General Freight Outlook.

Railway officials differ in their reports of the miscellaneous traffic to the West, as compared with last year. Some say that it is larger, others about the same, and a few that it is less than a year ago. Taking into consideration the volume of business moving now and a year ago, it is fair to assume that it is about equal to last year's record. Most of the Western lines are well supplied with cars. The Santa Fee is anticipating a heavy traffic in wheat and other grains, and has borrowed 20,000 cars to use this fall and winter. Rates in all sections are being well maintained since July 1, the date when the new agreement went into effect. All are watching to see how long the stability will last.

Chicago and Grand Trunk.

An ancillary report of the receivers of the Chicago and Grand Trunk Railway Company filed in the United States Circuit Court shows for the quarter ending March 31 last receipts amounting to $1,214,432 and $938,129 disbursements. This shows cash on hand amounting to $276,302. A similar report was filed in the Federal Court for the Eastern District of Michigan a few days ago. The bill for foreclosure of the mortgage on the road was filed in that district by the Mercantile Trust Company of New York last January, and the orders entered at Chicago are merely ancillary.

Packing-House Products.

The Southeastern Mississippi Valley Association has received complaints from shippers that the tariff is too high on packing-house products and numerous other articles. As it is generally acknowledged that packing-house shipments receive relatively, if not actually, the lowest rates made by the railroads, complaints from that industry at a time when that trade is just emerging from one of its frequent periods of demoralization, have a curious sound.

Joint Agent for St. Paul.

The traffic managers of the Western lines will meet in Chicago to-day and make another attempt to select a joint agent for what is known as the St. Paul territory. The position was offered to C. L. Wellington of the Wisconsin Central some weeks ago, but that official declined the undertaking. The Omaha district is still unfilled, although H. H. Courtright, the joint agent of the Kansas City division, is acting as joint agent for this territory. This position was offered to N. M. Osborne of New York, but he declined to serve.

Wants Suit Withdrawn.

REPUBLIC SPECIAL.

Austin, Tex., July 11.—Walter Gresham of Galveston, general attorney for the "Susie" Railroad here, is consulting with the Attorney General about the suit filed by the State to forfeit the charter of the road, looking to its withdrawal. He says that steps have been taken to issue bonds for the improvement of the property, and that if it can be relieved of the pending litigation it will be brought out of trouble and placed in shape to be successfully operated.

Boston and Albany Lease.

Boston, Mass., July 11.—The House tonight passed to be engrossed the Boston and Albany lease, after killing the referendum and all other amendments hostile to the text of the bill. A motion to reconsider was put over until to-morrow. Representative Dean of Wakefield, during the debate, said it was rumored that members were receiving $300 each for their vote, but later he said he had no ground for making this charge; that it was made in the heat of debate, but that it was a common rumor in the Statehouse.

Presentation to F. B. Britton.

REPUBLIC SPECIAL.

Fort Worth, Tex., July 11.—F. B. Britton, president and general manager of the Cotton Belt, came in yesterday and remained until to-day with a party of the officials of the Texas end, as well as the main system. This morning the commercial agent of the Cotton Belt, Jack Lehane, of Fort Worth, in behalf of J. R. England of Dallas, presented to Mr. Britton a full silver tea set.

"Fred" Tompkins Promoted.

At the weekly meeting of the Board of Managers of the St. Louis Traffic Bureau, by a unanimous vote of the board, Chief Clerk E. S. Tompkins, who is better known as "Fred," was elected secretary of the bureau. Mr. Tompkins was highly complimented by both Commissioner Parker and the Board of Managers for his faithful and efficient work as chief clerk of the Traffic Bureau.

Spur Line to Be Sold.

REPUBLIC SPECIAL.

Greenville, Ill., July 11.—The Chicago, Greenville and Southern, which is a spur railway four miles long, connecting with the Jacksonville and St. Louis Railway at Durley, and which cost the citizens of this place a bonus of $32,000, will be sold for taxes on August 1. It is suggested the Vandalia Line may buy it and tear up the tracks.

Parcel Delivery Problem.

A joint meeting will be held in New York next week of the Central Freight Association, and the Trunk Line Association. The protest of the express companies against the parcel delivery concern which is making serious inroads on their business will be taken up and discussed.

From Quebec to Shanghai.

Montreal, July 11.—At the request of the Imperial authorities the Canadian Pacific Railway has made all arrangements to carry whatever troops the British Government may send to China direct from Quebec to Shanghai.

Personal and Current Notes.

—Assistant General Passenger Agent D. Bowes of the Chicago and Alton made arrangements yesterday to have electric fans put in the sleeping cars of the Alton's midnight special, while the train lies at Union Station, from 9.30 p. m. to 11:30 p. m. This will assure plenty of ventilation, cool air and comfort for those who wish to occupy their sleepers at an early hour.

—General Traffic Manager Halle and General Freight Agent Drew of the M., K. & T. are in Chicago.

—T. G. Fitzgerald, passenger and ticket agent of the M., K. & T. at Kansas City, and H. E. Watts, passenger and ticket agent at Moberly, Mo., were at headquarters yesterday.

—G. J. Grommett, assistant general manager and auditor of the Missouri Midland at Columbia, was here yesterday.

—The Illinois State Railroad and Warehouse Commission has begun its annual inspection of the tracks of the Chicago and Eastern Illinois Railroad. The work will be concluded to-morrow.

—The statement of the Louisville and Nashville for the fiscal year, which ended on June 30, shows a surplus of $3,469,357, which is equal to 6.57 per cent on the stock.

—Thomas J. Barnes, Jr., who has been assistant ticket agent of the Wabash lines at Fort Wayne, has been transferred to Danville, Ill., where he will be permanently located as ticket agent.

—T. K. Scott, general manager of the Georgia Railroad, is mentioned as the successor of the S. R. Knott on the Plant system.

—A. B. Garretson of Cedar Rapids, Ia., assistant grand chief of the Order of Railway Conductors, is at the Laclede. Mr. Garretson is here for the purpose of holding a conference with the grievance committees of several railroads. He is assisting in straightening out their differences. "Don't say I am here to take any action in regard to the street car men's strike," said he, "for I am not. We have troubles of our own to settle."

—The following changes, it is said, will be announced on the Omaha road in a few days: W. C. Winter, superintendent of the northern division, goes to the western division, vice H. Spencer, resigned; William Bennett, assistant superintendent of the western division, will be made superintendent of the northern division, and T. W. Kennedy, trainmaster of the eastern division, will be appointed assistant superintendent of the western division.

—Oil is to be substituted for coal on all Santa Fe engines in California. The change in fuel will be made October 1.

—In the coming annual report of the Northern Pacific road it will be shown that 75 per cent of the gross business, both passenger and freight, is purely local.

—Curtiss Millard, general manager of the Chicago, Peoria and St. Louis, was here yesterday.

—Sam H. Dixon has been appointed passenger and immigrant agent of the Houston East and West Texas, with headquarters at Houston, Tex.

—The Baltimore and Ohio Southwestern took out a large number of excursionists to the meeting of the Baptist Young People's Union at Cincinnati.

—It is said that Stuart R. Knott's salary as vice president of the Plant system was $30,000 per annum. The supposition is that the Harriman syndicate will pay more than this for his services on the Alton and Kansas City Southern.

—The Burlington broke its own record for June by handling 10,000 cars more this year than in any prior year.

HIS LIFE SAVED.

By Chamberlain's Colic, Cholera and Diarrhoea Remedy.

"I am sure that Chamberlain's Colic, Cholera and Diarrhoea Remedy at one time saved my life," says A. E. Lafalette of Gregory Landing, Clark County, Missouri. "I was in such bad shape that the doctors said I could not live. When I was at the lowest ebb one of my neighbors brought in a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy and I took it and got instant relief. I soon got up and around. That was nine years ago, and I am still in good health. Since then that medicine has always been in my house and always will be. It is the best on earth." —Adv.

VARICOCELE

No Pain or Danger.

No Detention From Business.

Whatever may be the cause of varicocele, its injurious effect is well known. It depresses the mind, weakens the body, racks the nervous system and ultimately leads to a complete loss of sexual power. If you are a victim of varicocele come to my office and let me explain to you my process of treating it. You will then not wonder why I have positively cured more than 700 cases of this dire disease during the past twelve months. Under my treatment the patient improves from the very beginning. All pain instantly ceases. Soreness and swelling quickly subside. The pools of stagnant blood are forced from the dilated veins, which rapidly assume their normal size, strength and soundness. All indications of disease and weakness vanish completely and forever, and in their stead come the pride, the power and the pleasures of perfect health and restored manhood.

* * * *

I also cure to stay cured STRICTURE, CONTAGIOUS BLOOD POISON, NERVO-SEXUAL DEBILITY and all reflex complications and associate diseases and weaknesses of men. To these maladies alone I have earnestly devoted 23 of the best years of my life. Physicians having stubborn cases to treat are cordially invited to consult with me. I make no charge for private counsel, and give to each patient a legal contract in writing, backed by abundant capital, to hold for my promise. Is it not worth your while to investigate a cure that has made life anew to multitudes?

* * * *

If you cannot call at my office, write me your symptoms fully. My home treatment by correspondence is always successful. Address all letters to

COOK MEDICAL COMPANY

610 Olive Street, St. Louis, Mo.

DR. SANDEN'S ELECTRIC BELT

On 30 Days' Trial.

My famous Electric Belt, 1900 Model, given on 30 days' trial. It makes

WEAK MEN

strong by overcoming the effects of youthful errors. Special suspensory attachment. Belt worn by both men and women for rheumatism, lame back, nervousness, etc. All applying plates covered, preventing any burning. Either write to-day or drop in at my office for free consultation. Every one knows the Dr. Sanden Electric Belt to be the best in the World. Take no substitutes. Cure yourself and pay me afterward. Write or call to-day.

DR. F. B. SANDEN, 407 N. Broadway, St. Louis, Mo.

(Mermod & Jaccard Bld.)

OFFICE HOURS, 9 A. M. TO 6 P. M. SUNDAY, 10-1. WED. AND SAT. UNTIL 8 P. M.

IN THE CITY.

MAYOR BOWLUS ON 'CHANGE—Mayor Charles J. Bowlus of Springfield, O., was a visitor at the Merchants' Exchange yesterday. He was introduced by Nat Weigel, and was an interested spectator of the antics of the operators in the pit.

INCREASED CAPITAL STOCK—The St. Louis-Galveston Coal and Mining Company filed notice yesterday of increase of stock from $100 to $100,000; assets, $25,000, and liabilities, $5,000; 50 per cent of the increase is paid.

WARRANT CHARGES MURDER—A warrant, charging murder in the second degree, was issued yesterday against Joseph Malone, who is said to have shot John De Temple in a saloon fight on the night of June 30.

HEARING CONCLUDED—The hearing of the application of Public Administrator W. C. Richardson to have Eugene R. Cuendet removed from the charge of the estate of his father, the late Eugene J. Cuendet, was concluded in the Probate Court yesterday and taken under advisement.

ARRESTED AT FAIR GROUNDS—David Jones of No. 6472 Manchester avenue was arrested at the Fair Grounds yesterday afternoon on a charge of impersonating an officer. Jones was formerly an emergency policeman, and, the police claim, failed to turn in his star when he was dismissed.

STENOGRAPHER'S ASSOCIATION—The regular July meeting of the St. Louis World's Fair Stenographers' Association will be held in the association rooms in the Linmar building Saturday evening at 8 o'clock. Nominations of officers to serve the ensuing year will be made and other matters of interest to members will be discussed.

SYMPATHY FOR STRIKERS—At a meeting of the Twenty-seventh Ward Democratic Club Tuesday night a resolution was adopted expressing sympathy with the striking street railway men and denouncing the transit company for an alleged violation of its agreement. A. V. McLain is president of the club and F. McDonald secretary.

GIRL BITTEN BY DOG—Elizabeth Dooley, 7 years of age, living at No. 331 North Broadway, while playing with a neighbor's dog yesterday, was severely bitten in her upper lip. The wound was dressed by Doctor Armstrong of No. 113 North Broadway, who said that the girl probably would be disfigured for life. The dog was killed by a policeman.

"DETECTIVE" IN CUSTODY—William Rose, said to be a St. Louis Transit Company detective, is locked up at the Fourth District Police Station on a warrant charging petit larceny. It is alleged that he stole a pair of shoes, valued at $2, from C. E. Hilt's shoe store Tuesday afternoon. N. P. Logan, the floorwalker, said he saw Ross taking the shoes from a box and had him arrested. When he was searched at the police station a badge and several papers, indicating that he was an employe of the transit company, were found in his possession. He told the police that he was a detective. He said he came here from Cleveland, O., at the beginning of the strike.

BUSY DAY FOR TEACHERS.

Many Papers Read Before the National Association.

Charleston, S. C., July 11.—The members of the National Educational Association put in a busy day, two sessions of the general organization and many meetings of the departments taking up their time.

Booker T. Washington, the negro educator, drew the largest crowd of the convention at the Auditorium to-night, speaking on the advance of the negro along educational lines.

The Nominating Committee will meet at noon to-morrow and decide upon a candidate for president. California is expected to present the name of Professor Forshay of Los Angeles, but the sentiment of many of the delegates is that the honor should go East. Professor J. M. Green of Trenton, N. J., has many friends, and although he is not pressing his candidacy the chair is likely to go to him.

Professor Parker of Chicago will probably be made a vice president. Cincinnati and Detroit are claiming the next convention. The matter will be considered tomorrow by the Board of Directors.

St. Louis has put in a bid for the convention in 1903, the year of its exposition. Doctor Conde B. Pallen of St. Louis spoke for the Catholic Church. He sketched "Education" at the dawn of history and, coming rapidly to the present day, told of the establishment of the home school which was in vogue to-day.

Nearly all the departments held meetings this afternoon. The kindergarten educators held their first session in Hibernian Hall. After the welcoming address papers were read by Mrs. Clarence B. Mellny of New York, Philander P. Claxton of the State Normal School at Greensboro, N. C., and Miss Harriet Niel, director of the Hearst Kindergarten, Washington.

The department of secondary education heard a paper on the extent the pupil in the high school should be allowed to choose his studies by William J. S. Bryan, principal of the High School, St. Louis.

THE WEATHER.

To-Day's Forecast.

Washington, July 11.—Forecast for Thursday and Friday:

Indiana—Fair and cooler Thursday. Fair Friday; fresh northwesterly winds.

Illinois—Fair Thursday and Friday; cooler in central portion Thursday. Warmer Friday; fresh north to east winds.

Arkansas—Partly cloudy Thursday and Friday. Warmer Thursday; southwesterly winds.

Oklahoma and Indian Territory—Generally fair Thursday and Friday; fresh southerly winds.

Iowa—Generally fair and warmer Thursday. Fair Friday; fresh southerly winds.

Missouri—Generally fair Thursday; warmer except in northeast portions. Partly cloudy Friday; south easterly winds.

Local Report.

St. Louis, Mo., July 11, 1900.

	6:30 a. m.	6:30 p. m.
Barometer, inches	29.92	29.94
Thermometer, degrees	78	77
Dew point	69	68
Direction of wind	SW	SW
Velocity of wind	4	8
Precipitation	*	.29

Weather at 6:30 a. m., part cloudy; 6:30 p. m., cloudy. Maximum temperature 82, minimum, 70. River, 10.2 feet, falling.

R. J. HYATT,
Local Forecast Official.

Government Report.

Department of Agriculture, Weather Bureau.—Meteorological observations received at St. Louis July 11, 1900, at 6:30 p. m. local time and 8 p. m. seventy-fifth meridian time. Observations taken at all stations at the same moment of time at all stations.

Stations.	Dir.	Vel.	Bar.	Tem.	R.	Weather.
New York	S	20.06	78	84		Clear
Philadelphia	S	30.02	80	92		Clear
Washington	S	29.98	82	92		Clear
Norfolk	SE	30.08	80	90		Fair
Charlotte	S	29.94	82	90	*	Cloudy
Jacksonville	SE	29.90	80	90		Cloudy
Atlanta	SE	29.96	76	88	.10	Cloudy
Montgomery	S	30.04	76	90	1.46	Rain
Vicksburg	S	29.98	80	90		Cloudy
New Orleans	SE	30.04	80	90		Cloudy
Little Rock	E	29.96	72	92	.04	Fair
Galveston	E	29.92	84	88		Fair
Palestine	SE	29.94	74	98	.12	Clear
Memphis	S	29.98	80	90		Cloudy
Nashville	NW	30.00	82	88		Fair
Chattanooga	S	29.94	80	88		Cloudy
Louisville	SW	29.96	82	88		Fair
Indianapolis	SW	29.94	74	88		Cloudy
Cincinnati	SW	29.94	84	88		Cloudy
Pittsburg	SW	29.88	84	88		Cloudy
Parkersburg	SW	29.96	84	90		Clear
Buffalo	NW	29.90	72	78	.01	Cloudy
Cleveland	NW	29.92	74	78	.24	Cloudy
Grand Haven	NW	30.02	62	66		Clear
Marquette	NW	29.98	64	64	.01	Clear
Chicago	NE	30.04	62	76		Clear
Duluth	N	30.04	74	72	*	Clear
Marquette	NW	30.04	72	73		Clear
Davenport	NE	30.02	72	80		Clear
St. Paul	NE	30.06	74	76		Clear
Des Moines	NE	30.04	74	78		Clear
Springfield, Ill.	NW	29.98	84	90		Fair
St. Louis	SW	29.92	78	88	.28	Cloudy
Cairo	NW	30.00	74	76	.68	Cloudy
Springfield, Mo.	SE	30.02	66	88	1.90	Cloudy
Kansas City	NE	29.94	84	90	.04	Clear
Omaha	NW	29.98	84	88	*	Clear
Huron	E	30.02	72	74		Clear
Bismarck	SE	29.94	76	78		Clear
Q'Appelle	E	29.76	78	84		Cloudy
Calgary	SW	29.46	74	80		Fair
Havre	NW	29.56	70	80		Fair
Helena	N	29.66	86	90		Clear
Rapid City	SE	29.78	88	90		Clear
North Platte	S	29.86	84	88		Clear
Lander	W	29.76	86	94		Fair
Cheyenne	NW	29.84	78	86		Clear
Denver	NW	29.78	88	90		Clear
Pueblo	S	29.78	94	96		Clear
Dodge City	S	29.86	82	94		Clear
Oklahoma	SE	29.92	78	94		Fair
Concordia	S	29.90	92	96		Cloudy
El Paso	E	29.78	90	96	*	Clear
Abilene	E	29.88	90	94		Clear
Amarillo	SE	29.92	84	86		Clear
Grand Junction	NW	29.98	64	92		Fair
Salt Lake	NW	29.70	94	94		Clear
Cedar City	W	29.74	90	92		Fair
Santa Fe	SE	29.86	82	84		Fair

*Rainfall.
-Thunderstorm.

R. J. HYATT,
Local Forecast Official.

Dining cars and sleepers.
St. Louis to Buffalo, New York and Boston. Three trains a day via Big Four.

BURIAL PERMITS.

Thomas Styles, 81 years, 2209 Hebert; old age.
Florence Lucas, 8 years, 2622 Carr; perityphilitis.
Lily M. Diepenbrock, 11 months, 4621 Easton; meningitis.
Kate Altman, 54 years, 2367 South Eleventh; cancer.
Baby Tuley, 1 month, 4217 Norfolk; inanition.
Benjamin L. Miller, 30 years, 719 Morin; diphtheria.
Arthur Negwer, 2 years, 5611 Prescott; oedema glottis.
Samuel McCulley, 23 years, Missouri Baptist Sanitarium; rupture.
Aaron P. Cory, 55 years, 404 North Eleventh; angina pectoris.
Louis Kruty, 28 years, Mississippi River; found floating.
August Roman, 65 years, 704 North Levee; pneumonia.
Esther Hellmann, 1 month, 5634 Bulwer; inanition.
Lilly Moeller, 1 year, 4019 North Twenty-second; membraneous crop.
Elizabeth Shehan, 37 years, Sacred Heart Convent; consumption.
Martha Rippe, 12 years, 3514 North Twenty-third; cerebral meningitis.
Katy Hety, 40, City Hospital; cirrhosis of liver.
Francis Kelly, 1 month; Female Hospital; erysipelas.
Alice Coulston, 1 month, 2727 Adams; anaemia.
Hazel Schmidt, 3 months, 2312 Angelica; meningitis.
Antonettie Stein, 41 years, 2551 Maiden Lane; heart disease.
Viola Faina, 6 months, 1549 South Broadway; gastro-enteritis.

Millions take it; thousands praise it; YOU should test it—Hood's Sarsaparilla.

JOURNAL —OF— The Council.

REGULAR SESSION.

1900—1901.

(OFFICIAL.)

City of St. Louis,
Council Chamber,
July 10, 1900.

The Council met at 5:00 o'clock p. m., Mr. President Meier in the chair.

Present—Messrs. Carroll, Gaus, Hodges, Hoffmann, Horton, Kratz, Meysenburg, Schnell, Wiggins and Mr. President Meier—10.

Absent—Messrs. Gast, Richards and Thuner—3.

REPORTS OF CITY OFFICERS.

The following message from his Honor the Mayor was read and bond referred to Committee on Municipal Affairs:

Mayor's Office,
St. Louis, July 10th, 1900.

To the Honorable City Council, St. Louis, Mo.:

Gentlemen—I have the honor to submit for your consideration and action the following bond:

Bond of the Meyer Brothers Drug Company in the sum of $1,000, in their acceptance of the terms and privileges granted under Ordinance No. 20067.

Respectfully,
HEY. ZIEGENHEIN,
Mayor.

The following communication from the President of the Board of Public Improvements was read and contract and bond referred to Committee on Public Improvements:

Office of the President of the
Board of Public Improvements,
St. Louis, July 10, 1900.

Honorable D. F. W. Meier, President of the Council:

Sir—I have the honor to submit to the Council for its approval the following contract in triplicate, to wit:

Welsbach Street Lighting Company of America, Principal; and American Surety Company of New York, Security, for $300,000.00.

Respectfully yours,
ROBT. E. McMATH,
President.

SECOND READING OF BILLS.

Council Bill No. 34. An ordinance making an appropriation to cover expenses incurred by the Sheriff and made necessary by the recent strike of street railroad employes in this city.

Council Bill No. 34, as above, was read second time and referred to Committee on Ways and Means.

House Bill No. 186. An ordinance to improve Iowa avenue between Magnolia avenue and Sidney street.

House Bill No. 186, as above, was read second time and referred to Committee on Public Improvements.

Mr. Thuner entered.

RESOLUTIONS.

Mr. Wiggins offered the following resolution (by request):

Whereas, the City of St. Louis entered into a contract with the Woodward & Tiernan Printing Company, dated April 26, 1900, for the printing and binding in substantial book form of 1,000 copies of "The Municipal Code of St. Louis," to be completed and delivered on July 15, 1900, and for the faithful performance of which contract, executed and delivered to the city a bond in the sum of $10,000; and,

Whereas, all the manuscript for said code was turned over to said printing company after the execution of said contract, and said printing company proceeded with the printing of said code, completing about one-half of the same, when, on May 24, 1900, certain taxpayers instituted in the Circuit Court of the City of St. Louis an injunction suit to nullify said printing and binding contract and to restrain the city from paying anything under said contract, and, on June 16, 1900, Judge Klein of said Circuit Court, to whom the cause was referred, granted a temporary injunction restraining the City Treasurer from paying anything to said printing company on account of said contract, or for work done, or to be done thereunder, but did not restrain said printing company from proceeding with the printing and binding thereof and the completion of its contract with the city; and,

Whereas, under the law, no appeal will lie from an order granting a temporary injunction, but prior to an appeal there must be a final hearing and judgment therein, and final hearing may be delayed until December or January of next year, and in view of the crowded condition of the docket of the Supreme Court of Missouri an appeal cannot be determined for some two years after the same is entered in said court, unless the cause should be advanced on said docket, which is entirely dependent on the order of said Supreme Court; and,

Whereas, the public convenience and daily necessities of the public officials and those who have businesses with the city imperatively demand that said code be completed and delivered without further delay.

Now, therefore, be it resolved by the City Council, That the City Counselor be and he is hereby respectfully requested, to inform this body as soon as practicable of the legal status of said contract, as follows:

1. Whether the same is valid and binding on said printing company, and whether, in event said code is not delivered completed on July 15, 1900, there will be a legal liability on said contract and bond.

2. Whether it would be legal and practicable to readvertise for proposals for printing and binding said code, omitting reference to the ordinance provisions respecting the use of the union printing label, and thus relet the contract, and whether in such reletting it would be necessary under the Charter and ordinances to award the contract to the lowest bidder.

3. In event a readvertising and reletting should be considered either illegal or impracticable, whether there is any way for the city to obtain the one thousand copies of said code printed and bound, without waiting until said injunction suit is finally determined by the Supreme Court, in event, upon final hearing by the Circuit Court, said temporary injunction should be sustained.

4. When is there likely to be a final hearing in the Circuit Court in said injunction proceedings, and would it be advisable to await such hearing before further action is taken on the part of the city?

5. As said printing company was the lowest bidder at the letting at which said contract for printing and binding was awarded, after public advertisement, in strict accordance with existing Charter and ordinance provisions, and said contract was made in good faith and the contract price reasonable, if the printing company should complete and deliver the codes to the city, would not acceptance thereof on the part of the city impose upon the city a binding legal obligation to pay the said company the reasonable value of said codes?

Mr. Wiggins moved that Resolution, as above, be adopted.

Carried.

UNFINISHED BUSINESS.

Council Bill No. 9. An ordinance authorizing and directing the Board of Public Improvements to construct and erect on Water Works property at Bissell's Point, machine shop, blacksmith shop and storage coal shed, with all necessary foundations and appurtenances; to reconstruct boiler-house roof, High service Station No. 1, and to procure and erect steam hammer, machine tools, machinery and appliances, and appropriating money to pay the cost thereof.

May 18, 1900, majority of committee reported favorably.

Minority of committee reported without recommendation.

Laid over under the rules.

May 29, 1900, laid over two weeks.

June 12, 1900, laid over two weeks.

June 26, 1900, laid over two weeks.

Was taken up.

On motion of Mr. Carroll, Council Bill No. 9, as above, was laid over two weeks.

Council Bill No. 10. An ordinance supplementary to ordinance number eighteen thousand nine hundred and ninety-four, entitled "An ordinance authorizing and directing the Board of Public Improvements to reconstruct the pumping plant of High Service Pumping Station Number One and appropriating money to pay the cost thereof," approved June 8, 1897.

May 18, 1900, majority of committee reported favorably.

Minority of committee reported without recommendation.

Laid over under the rules.

May 29, 1900, laid over two weeks.

June 12, 1900, laid over two weeks.

June 26, 1900, laid over two weeks.

Was taken up.

On motion of Mr. Carroll, Council Bill No. 10, as above, was laid over two weeks.

Council Bill No. 11. An ordinance supplementary to ordinance number eighteen thousand and eighty-five, entitled "An ordinance authorizing the Board of Public Improvements to construct and erect at High Service Pumping Station No. 3 High Service Pumping Engines Numbers Nine and Ten, and appropriating money to pay the cost thereof," approved July 24, 1896.

May 18, 1900, majority of committee reported favorably.

Minority of committee reported without recommendation.

Laid over under the rules.

May 29, 1900, laid over two weeks.

June 12, 1900, laid over two weeks.

June 26, 1900, laid over two weeks.

Was taken up.

On motion of Mr. Carroll, Council Bill No. 11, as above, was laid over two weeks.

Mr. Carroll moved that the Council in a body visit the city water works on Saturday, July 14, 1900, at 10 o'clock a. m., and that the secretary provide carriages for the use of the members.

Carried.

Council Bill No. 22. An ordinance making appropriations to meet certain expenses of the city government during the fiscal year beginning April 16th, 1900, and ending April 8th, 1901.

June 22, 1900, reported with amendments.

Laid over under the rules.

June 29, 1900, considered in Committee of the Whole and progress reported.

July 2, 1900, considered in Committee of the Whole and progress reported.

July 9, 1900, considered in Committee of the Whole and progress reported.

Was taken up.

Mr. Carroll moved that Council Bill No. 22, as above, be laid over until after the regular order of business.

Carried.

Mr. Thuner, by unanimous consent, out of order, presented a petition from the St. Louis Franchise Repeal Association, protesting against the passage of Council Bill No. 31, granting a franchise to the St. Louis and Illinois Electric Railway Company.

On motion of Mr. Kratz, petition, as above, was filed.

REPORTS FROM COMMITTEES.

Mr. Horton, from the Committee on Public Improvements, submitted the following report:

Council Chamber,
St. Louis, July 10, 1900.

Mr. President:

Your Committee on Public Improvements, to whom was referred

House