SQUARE COTTON BALES DOOMED BY BIG FIRE.

DISASTER BOOMS THE ROUND BALE PACKING METHOD.

Insurance Men Have Long Recognized the Advantages for Safety Afforded by the New Process, and Shippers Are Slowly but Surely Finding Out That It Is Cheaper and Better Than the Old Way—Talk of Securing Legislation Against the Square Bale—Some Interesting Figures.

From New York Commercial, July 7.

If comment and gossip in the cotton district downtown are to be credited some lasting good may yet come out of the Hoboken docks catastrophe of last Saturday through action by insurance officials and men influential in the cotton trade. There is a general feeling among them that the responsibility of the old-fashioned, "square" cotton bale for this fire calls for drastic treatment of some sort, and the most radical among them declare that the Hoboken incident practically signs the death warrant of the old "fire-brand" cotton bale. Until the introduction of the round bale, a half dozen years or more ago, there had been very little, if any, improvement in the handling of raw cotton for a long period, and the old loosely bound bale—often merely a big mass of the product barely held together by shreds of jute and ties—has been responsible directly in its long history for the destruction of many millions of dollars' worth of property.

Against "Square" Bales.

The fire insurance companies long ago recognized the extra-hazardous character of cotton bunched up in this way, and the result is that after numerous tests of the standard, cylindrical bale, perfectly and securely enclosed in a burlap cover, they readjusted the rates on cotton risks in such manner that the premiums on modern-packed cotton are now nearly 50 per cent less than on the product baled in the antiquated fashion.

These tests showed first, that lighted matches thrown on the round burlap-covered bales in a high wind will burn themselves completely out without igniting the bundle; second, that lighted pine knots or torches placed on the round bales are harmless beyond slightly blackening the burlap; third, that a shovelful of live coals thrown on these bales will die out into mere cinders and blow away without raising the slightest blaze. The nature of the covering, the manner of its use and the firm packing of the cotton successfully resist fires in their incipient forms.

Old Style Bales Combustible.

On the other hand, cotton packed in the old way, in bales weighing anywhere from 500 to 700 pounds, not only invites the spread of a chance blaze, but, the bale having more or less compressed air in it, a spark once introduced sometimes smolders for weeks on the inside, only to break out into flame when a breeze or some other favoring condition encounters it.

Instances are frequent where the track of a spark through a cotton bale looks not unlike the ramifying path of a worm or other borer. Fires at sea have been traced directly to this cause in hundreds of instances on record.

It is not strange, therefore, that fire insurance companies writing cotton risks should move resolutely in a matter of so great importance as the absolute removal of such a dangerous factor in the trade as the old-fashioned cotton bale.

New Method Objectionless.

If the round bale were more expensive, or if its use were in any way bothersome or embarrassing, there would be some justification for clinging tenaciously to the old method. But as far as can be learned hereabouts, there is absolutely no valid objection to the modern method of cotton packing.

The round bale is not only cheaper, but more compact, easier to handle, practically fireproof, brings better prices generally in the market and actually commands a premium, in some instances, for its use by farmers.

By the old method the cotton, after leaving the gin at or near the plantation, must go to the compress, often 100 miles, more or less, from the gin, thus consuming time, entailing a cost of freight and loss in handling, and paying a big profit to the compress owners—who are the leaders in fighting the extension of the round bale's use, for no second process is necessary by the new method.

Saving to Growers.

The first saving made by the new method is in the cost of covering. Bagging and ties for a 500-pound bale cost the farmer from 75 to 85 cents. The average is probably 80 cents. Burlap for an equivalent of cotton in round bales costs 30 cents, a saving of 50 cents per bale.

Various local charges eliminated by the new bale aggregate at least 50 cents, and compressing averages another 50 cents. There is a large saving in transportation expense, due to the fact that round bales, shipped through from gin houses, load to the full-weight capacity of freight cars, instead of to about one-fourth the weight capacity, as in the case of uncompressed, and about one-half the weight capacity, as in the case of compressed square bales.

Savings in Export Trade.

If for export, there is a saving at the dock in the cost of loading, round bales being easily handled and not needing to be "screwed" into the hold of vessels, which third compression costs shippers of square cotton from 25 to 40 cents per bale.

There is a further saving in ocean freights and marine insurance charges, owing again to the increased loading capacity of the bales, their lessened fire risk, and immunity from "country damage."

Finally, round bales are sold less 1 per cent tare, a saving of five-sixths of the tare allowance on square bales.

The absence of the necessity for resampling round bales introduces another economy, the importance of which can hardly be overestimated. One of the foremost cotton authorities in this country estimates that cotton in square bales loses an average of five pounds of lint per bale, thanks to sampling, theft and other losses in cotton yards, at compresses and on railroad and warehouse platforms.

Losses by Old System.

This means a loss of 100,000 500-pound bales out of an average crop, worth at 7 cents a pound $2,500,000.

"Country damage" claims for which on American square cotton at the single port of Liverpool aggregate $500,000 a year, "no marks," frequently as high as 5 per cent of the entire cargo, and "loose cotton," sources of great loss and vexation, are likewise eliminated.

The savings at the mills, which begin with the unloading of the cars and do not cease until the intermediate lapper is reached, are estimated by a spinner who has used round bales for several years at not less than one-eighth of a cent per pound, exclusive of tare and loss of weight on square bales.

The Obstructive Compress Men.

In view of all these advantages in the round bale, a prominent cotton buyer was asked yesterday why the old-fashioned bale continued so generally in use.

"Chiefly," was the reply, "through the opposition of the compress men. Most of them actually believe that cotton grows only for the purpose of being compressed. The compress system has been in use for years and years, generation after generation has engaged in the business—often growing rich out of it—and it is not always easy to break up a long-established institution. A big lot of capital is tied up in compresses, too, and their abandonment would entail a great loss.

"Incidentally, thousands of men are employed in the compress business, and tens of thousands of people depend on it for their living. Many of them would naturally find employment with the new machines, but the natural disposition of employes—especially the ignorant—to stick pretty close to their bread and butter, no matter if something better, which they don't understand, is offered.

Round Bale's Progress.

"But don't for a minute imagine that the round bale is not making progress. The mills producing the round-bale machine are constantly behind in their orders. There are four or five kinds of these machines on the market, and probably there are over 200 of the new plants throughout the South. That is not a bad showing for half a dozen years' work, especially when you consider that there are probably 22,000 cotton gins in the same territory, and that this modern method of packing means practically a revolutionizing of the whole cotton business outside the plantations.

"I have never heard of any legislation for attempted legislation) against the old-fashioned fire-brand cotton bale, but it seems to me that a law against its use would be quite as practicable as many others that now burden the statute books."

TO BOOM TRADE WITH THE GERMANS.

President's Proclamation Concerning the Reciprocity Treaty Just Signed.

ITS TERMS ARE KEPT SECRET.

German Meat Inspection Bill, However, Will Not Take Immediate Effect—Berlin's View of It.

Washington, July 14.—The following proclamation by the President on the German reciprocity agreement has been made public:

"Reciprocity With Germany.—By the President of the United States of America. A proclamation:

"Whereas, The German Government has entered into a commercial agreement with the United States, in conformity with the provisions of the third section of the tariff act of the United States, approved July 24, 1897, by which agreement, in the judgment of the President, reciprocal and equivalent concessions are secured in favor of the products of the United States:

"Therefore, be it known, that I, William McKinley, President of the United States of America, acting under the authority conferred by said act of Congress, do hereby suspend during the continuance in force of said agreement the imposition and collection of the duties imposed by the first section of said act upon the articles hereinafter specified, being the products of the soil and industry of Germany; and do declare in place thereof the rates of duty provided in the third section of said act to be in force and effect from and after the date of this proclamation, as follows, namely:

"Upon argols, or crude tartar, or wine lees, crude, 5 per centum ad valorem.

"Upon brandies, or other spirits manufactured or distilled from grain or other materials, $1.75 for proof gallon.

"Upon still wines and vermouth, in casks, 35 cents per gallon; in bottles or jugs, per case of one dozen bottles or jugs containing each not more than one quart and more than one pint, or twenty-four bottles or jugs containing each not more than one pint, $1.25 per case, and any excess beyond these quantities found in such bottles or jugs shall be subject to a duty of 4 cents per pint or fractional part thereof, but no separate or additional duty shall be assessed upon the bottles or jugs.

"Upon paintings in oil or water colors, pastels, pen and ink drawings and statuary, 15 per centum ad valorem, of which the officers and citizens of the United States will take due notice.

"In testimony whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

"Done at the city of Washington this thirteenth day of July, A. D. one thousand nine hundred, and of the Independence of the United States of America the one hundred and twenty-fifth.

"WILLIAM McKINLEY.

"By the President:

"John Hay, Secretary of State."

The proclamation, it will be seen, does not recite the terms of the arrangement. It is said that each Government will proclaim only such features of the arrangement as are necessary for the guidance of its own officials in administering it. The arrangement itself will not be made public at present.

The putting into operation of the German meat bill is deferred for an indefinite period. The official explanation is that the purpose of its suspension is simply to allow of the execution of existing contracts held by American meat packers. It is not discoverable just now whether or not the meat act figures in any way in the reciprocity agreement and it may be and probably is, the fact that the suspension has been arranged for separately.

The State Department is perfectly satisfied with what has been secured under the agreement for American exporters, and though the proclamation enumerates no special privileges conferred upon these exporters, the department officials feel that they will be satisfied with the results attained when they are fully disclosed.

GERMANY PLEASED.

Berlin, July 14.—The semiofficial Reichsanzeiger, referring to President McKinley's proclamation of a reduction of duties on German wines, equal to those accorded to France, etc., says:

"It may be hailed with satisfaction that a cause for commercial and political discord between two great states engaged in trade with one another is thus removed and the foundation laid for a further economic rapprochement."

CHAMP CLARK'S CANDIDACY.

His Ambition to Be Senator Arouses Interest in Washington.

REPUBLIC SPECIAL.

Washington, July 14.—The announcement of Representative Champ Clark's candidacy to succeed Senator Vest at the expiration of the latter's term in March, 1903, was received with interest by politicians at the capital. Mr. Clark has grown rapidly in the House, and is one of the most popular members of that body. He is a ready and forceful debater and regarded as an unswerving and useful party man.

Mr. Clark's announcement will do much to clarify the contest for Speaker of the next House, as it is taken to mean that the Missouri delegation solidly will present Judge De Armond for that office in the event of the Democrats carrying the lower branch. Richardson of Tennessee and De Armond probably will be the principal candidates, and as it is generally admitted that the Democrats will organize the next House, the prospect is excellent that Missouri may have the Speakership, an office which Reed, when retiring from it, pronounced to be second only to the presidency.

Both Richardson and De Armond are men of fine ability and reputation. The latter's only handicap is that he is inclined to be too modest. With an aggressive contest, De Armond's friends are confident that he can secure this high honor—an inestimable advantage for his State as well as himself.

Creek Nation Teachers Appointed.

REPUBLIC SPECIAL.

Vinita, I. T., July 14.—The following appointments of teachers in the Creek Nation were made yesterday:

Tahllahassee—W. R. Pamplin, principal; James A. Clark, first assistant; Laura A. Jackson, second assistant; Mrs. M. L. Craw, third assistant.

Pecan Creek—H. H. Mike, principal; Celia Roberts, assistant.

Orphan Home—Howard Junkins, principal; Florence Pamplin, assistant.

Primary Schools—First grades: Old Agency, Viola Matthews; Okmulgee, S. E. Merchant; Willow Springs, James D. Know; Sodom, L. E. Willis; Blue Creek, J. H. Jones. Second grade: Eufaula, Mrs. Sallie Overall; Coon Creek, Miss Lulu I. Grayson; Sugar Creek, Linnie Brown; Ash Creek, M. A. Barnett; Cherryville, Mrs. P. W. Edwards; Salt Creek, J. H. Parker; Little River, Jennie McIntosh; Cane Creek, G. L. Tring. Third grade: Durant, Maud Jones; Coal Creek, Eliza Peters; Spring Hill, E. D. Harrison; New Paradise, Lucy E. Baily; Spring Valley, D. W. Hunter; Brush Hill, Virginia Ward; Black Jack, Irene Charles; Tuskgee, Lulu Jefferson, Marshalltown, J. M. Dade.

Guards En Route to Springfield.

REPUBLIC SPECIAL.

Nevada, Mo., July 14.—The Second Regiment, National Guards, Colonel Harry Mitchell commanding, moves to-night for the brigade encampment at Springfield, Mo., as follows: Companies D and F, under command of Captain Landon, proceed by way of the Bailey road; Companies D H and C, under command of Major Thorp, by way of the Missouri Pacific to Lamar and thence over the Memphis and Gulf to Springfield; Companies A G and E, under command of Colonel Rausch, over the Frisco. Colonel Mitchell and staff and noncommissioned staff accompany the first battalion from this city.

Well Known Priest Dead.

REPUBLIC SPECIAL.

Jacksonville, Ill., July 14.—The Reverend Daniel J. Ryan of Mount Sterling, formerly of Springfield, died in this city at 7:30 tonight at Our Savior's Hospital. He had been a priest in Alton diocese of the Catholic Church for many years. Death resulted from injuries received in a fire at Mount Sterling last November.

CAMEL RACE IN DELMAR BOULEVARD.

Two Girls Who Wouldn't Take a Dare Rode the Unwieldly Beasts.

FAST AND FURIOUS FINISH.

Winning Beast Got There by a Neck—Animals Were Being Taken to One of the Amusement Gardens.

Residents of Delmar boulevard between King's Highway and Union boulevards were treated about 4 p. m. yesterday to the rather novel spectacle of a camel race, in which the two clumsy animals were ridden by young ladies. The race was brief, but was swift and exciting. It was the result of a wager.

A group of young ladies were standing at the corner of King's Highway and Delmar boulevards when the camels came lumbering slowly up the street in charge of their keepers, who were taking them to one of the amusement gardens. The awkward Oriental animals are a unique sight on the streets of St. Louis, and many persons stopped to watch them as they passed.

The young ladies were in animated conversation when the beasts hove into sight, and some one in the group said that she had ridden on one in the Midway at the World's Fair in Chicago. Two of the young ladies said that they did not think that it was a feat to boast of, and declared that they would not fear to ride a camel right in the streets of St. Louis. There was immediately a chorus of "I dare you," and as the two looked rather blank some one cried: "I dare you to ride from here to Union boulevard."

As to refuse the dare would be tantamount to showing a lack of bravery the girls stopped the keepers as the camels came abreast of them, and a parley ensued. The result was that the men made the camels kneel and assisted the two girls on the uncomfortable perches.

There was a chorus of feminine screams as the venturesome damsels settled themselves in their unusual seats, and, with the long bridles in their hands, told the keepers to make the beasts rise. At first they ambled slowly side by side, accompanied on the sidewalk by their friends, who hurled gibes at them. But the slow motion of the camels was not exciting enough for the riders, so the smaller of the two dared the other one to a race. She whipped up her camel and it broke into a wabbly gallop. The other followed her friend's example and the beasts went west on Delmar at a swift pace, with the girls tossing on their backs like passengers in a shell on rough water. Both wore white organdies that fluttered in the wind like bunting, and their hair came down in a jiffy.

As the gait of the camels increased they made no attempts to guide them, but clung to their seats with both hands like grim death. The spectators shouted and passengers on passing cars jumped from the cars at intersecting streets to watch the strange race. Two of the most interested spectators were General Manager Baumhoff of the St. Louis Transit Company and Ben Blow of the Internal Revenue Office.

At Union boulevard the keepers of the animals stopped them. The camel ridden by the taller of the young ladies came in a neck ahead. But it must be remembered that a neck on a camel counts far more than that of a horse. When the girls alighted they looked rather shaken and jaded, but when their friends surrounded them and quizzed them about their dare they smiled triumphantly. The bystanders cheered.

Then the entire party entered a residence in Delmar boulevard, and the camels ambled slowly up the street.

CLAIM HE WAS DRUGGED.

Friends Say Reverend Mr. James Was Mistreated in England.

McPherson, Kas., July 14.—The Reverend Thomas H. James, a Methodist minister of Oakley, Kas., who has been mysteriously missing for over two months, has returned here sick, unable to fully trace his wanderings.

His friends profess to be convinced he was drugged in London, where he had gone to claim interest in an English estate valued at several million dollars. James says that he was confined in an English hospital with pneumonia.

James says he found that there were others of the family living in Australia who had gained control of the estate he sought and are contesting his right to a share in it. Further than this he refuses to talk.

Before leaving for London in May, James offered to endow four chairs in the Kansas Wesleyan University of Salina with $25,000 each if the trustees would raise $30,000, which they did, and also offered to build a $80,000 structure for the Bethany Hospital in Kansas City.

NO MINOR A BANKRUPT.

Debts Can Be Repudiated on Persons Reaching Majority.

Chicago, July 14.—A decision was rendered by Judge Kohlsaat in the United States District Court to-day that a person under 21 years of age cannot be adjudged a bankrupt in Illinois.

The Court holds that such a person, upon reaching his majority, can repudiate his debts, and that he has no creditors in the sense contemplated by the bankruptcy act.

SELECTED A ST. LOUISAN.

W. H. Bischoff Vice President of Furniture Dealers' Association.

Cincinnati, O., July 14.—The National Association of Retail Furniture Dealers today elected the following officers:

President, Thomas M. Smyth, Chicago; vice presidents, Isaac Frank, Indianapolis; E. S. Hostettler, Waterloo, Ia.; C. L. Bachman, Decatur, Ill.; W. H. Bischoff, St. Louis; secretary and treasurer, Meyer M. Emrich, Chicago.

Vernon County Prohibitionists.

REPUBLIC SPECIAL.

Nevada, Mo., July 14.—The Vernon County Prohibitionists in convention here to-day nominated the following ticket: Representative, L. V. Evans; Sheriff, R. K. Keith; Treasurer, Lee Doores; Surveyor, William Dorris; Coroner, Doctor J. W. Dannon; Public Administrator, P. W. VanDover; Judge Southern District, James Bishop; Judge Northern District, Mr. Hughee of Schell City. The resolutions adopted by the convention indorsed the Prohibition platform, condemned the liquor power and urged an aggressive schoolhouse and personal campaign. The convention was addressed by Honorable P. P. Farris of Clinton, and Charles E. Stokes, the prohibition candidate for Governor.

New Texas Corporations.

REPUBLIC SPECIAL.

Austin, Tex., July 14.—The Secretary of State to-day filed the charters of the following companies:

Standard Coal Mining Company of Strawn, Tex.; capital stock, $50,000.

Lombard Company of San Antonio; capital stock, $5,000.

Mabank Land Company of Mabank, Kaufman County; capital stock, $20,000.

Cass Lumber Company of Kildare, Cass County; capital stock, $10,000.

Cleburne Hospital Association of Cleburne; no capital stock.

Governor Stephens Goes Home.

REPUBLIC SPECIAL.

Boonville, Mo., July 14.—Governor Lon V. Stephens and wife, who have been visiting relatives at "Ravenswood," in this county, left for Jefferson City this morning.

JUDGE THOUGHT THEY WERE TOO WILLING,

So He Refused to Hear Petition of Alton Woman for Divorce From Husband.

BOTH WERE READY FOR TRIAL.

Proceedings Followed Closely a Prolonged Visit of the Defendant, John Schockley, to Hot Springs.

According to the views of Judge Hope of the Alton, Ill., City Court, John Schockley, a resident of that place, is willing to emulate the example of a certain English celebrity who gave up his wife when she fell in love with another man. For this reason Judge Hope refused yesterday to hear the petition of Mrs. Schockley for divorce, asserting that he believed husband and wife were in collusion to obtain a legal separation.

The proceedings closely followed an extended visit of Mr. Schockley to Hot Springs, Ark., where he went for his health. Upon his return his wife informed him, so the story goes, that another man had supplanted him in her affections. Soon afterwards Mrs. Schockley secured the services of Attorney W. L. Fairman and had him draw up the necessary papers to ask for a divorce.

When the petition was presented yesterday afternoon in the City Court Mrs. Shockley and her husband were both present, and the attorney for the plaintiff asked for an immediate trial of the case. Judge Hope, however, did not like the looks of the suit and continued it until the September term.

Shockley, who was formerly a railroad man, would not talk very much about the proceedings. He said that he really had no objection to his wife's action in seeking a divorce, and would not mind if she obtained it. He would not discuss the reasons for entering the suit, and declined to talk about a report that a young man, who is said to have paid some attention to Mrs. Shockley, put up the $25 needed to institute the divorce proceedings. The Shockleys live in East End place. Mrs. Shockley, at the advice of her attorney, declined to talk about the matter in any way.

MISSOURI CORN CROP PROSPECTS NOT GOOD.

SOME COUNTIES ALL RIGHT, BUT AVERAGE IS POOR.

Drought and Hot Winds Have Cut the Crop in Two in Many Localities.

REPUBLIC SPECIAL.

Kansas City, Mo., July 14.—In response to inquiries regarding the condition of the Kansas corn crop, sent to twenty-five special correspondents located at county seats, the following replies were received. They are given by counties:

Atchison—Crop in prime condition. Some days ago it was in danger, but rain of this week puts it in good condition.

Allen—Corn beginning to tassel and is badly in need of rain. If rain shows up will be best crop for years.

Barton—Crop is practically a failure, due to lack of rain and extreme hot weather. Southern portion of county could be saved by rain.

Cloud—Thirty to forty per cent is past redemption and no amount of rain could save it. Remainder would equal half crop if rain were had.

Douglas—In good condition, well moistened by continuous rains.

Doniphan—Rain this week saves and assures large crop.

Ford—If rain fall within next few days it would mean half crop. Otherwise, total failure.

Franklin—Yield will be above the average. Need of rain is felt.

Jewell—Crop in critical condition. Early planting ruined. Late may be half saved by rain.

Kingman—In precarious condition. With rain immediately one-third crop; without, complete failure. Weather cloudy, indicating showers.

Leavenworth—Good prospects for best crop county ever had.

Lyon—Crop promises well. Rain within two weeks will insure more than average yield.

Miami—Conditions favorable for largest crop in county's history.

Mitchell—No rain for thirty days and crop badly damaged, especially in north part of county.

Nemeha—Southern half of county has had rain and crop is in fair condition. Northern part in need of rain.

Pawnee—Past three days of hot weather and dry winds have practically destroyed crop. Some late planting in favored locations may be saved with rain.

Reno—Half a crop is a good estimate. Showers have been plentiful in portions.

Saline—Will be one-third usual yield, and unless rain comes soon all will be lost.

Sedgwick—In splendid shape. Seventy per cent of acreage will make full crop.

Butler—Western part of county needs rain, but other portions are all right.

Marshall—Early corn is as good as gone. Late may be 50 per cent saved if rain comes at once.

Linn—Another week without rain will mean immense shrinkage in corn. Up to date all is well.

Dickinson—Hot winds have ruined early corn. Late corn may make half crop if rain comes within day or two.

CHEROKEES ENROLLED.

Commission Will Have Trouble Over the Dawson Family.

REPUBLIC SPECIAL.

Vinita, I. T., July 14.—The United States Commission to the Five Civilized Tribes left Fairland on the eastbound Frisco train last night, bound for Westville, I. T., where they will continue their work of enrolling Cherokees. The commission held night sessions at Fairland during the last week. There were no freedmen at Fairland, but the Cherokees have been out in large numbers and all were busy within the precinct of the camps of the enrolling party.

The commission's task involves much of worry, and the modus operandi dictated by Congress and the Interior Department makes progress necessarily slow, at the same time increasing the work necessary to final enrollment of the Cherokee citizens. The proceedings have a tendency to irritate the Commissioners and the applicants alike. No other course, however, could be pursued with safety on account of so many people residing in the Cherokee Nation whose citizenship is questionable. The Cherokee Nation has its attorneys and stenographers present, who are ever ready to object to the enrollment of any person whose citizenship is questionable. The Cherokee Nation has started some twenty-five contest cases already.

Melissa Dawson applied for enrollment yesterday, and the Cherokees objected and she was placed upon the doubtful card. This case will be bitterly contested by the Cherokee Nation. The Dawson families applied for citizenship and were admitted by the Cherokee National Council. This decree admitting the Dawsons included about 200 persons, and it is charged that they obtained their admission by fraud. The judges who admitted them are now dead. This case is a large one and will be watched with interest.

TENNESSEE WON ITS CASE.

Boundary Dispute With North Carolina Settled.

Cincinnati, O., July 14.—The United States Circuit Court of Appeals has settled a question of boundary line between Tennessee and North Carolina in favor of Tennessee.

The dispute arose from two grants of the same land to different persons.

ST. LOUIS TO BE MAIN TERMINAL.

Auxiliary Headquarters for Chicago and Alton Officers to Be Located Here.

OPENING OF NEW OFFICES.

Informal Reception Given by Local Officials Yesterday—Richly Furnished Quarters—General Railroad Notes.

The new ticket and freight offices of the Chicago and Alton Railway in the Carleton building, Sixth and Olive streets, were thrown open for inspection yesterday from 11:30 a. m. until 3 p. m. A large number of invitations had been issued and no less than 3,000 railroad officials, employes and patrons of the company availed themselves of the opportunity to view the handsomest offices of the kind in the West. They not only reflect credit on the officials of the company, but may be pointed to with pride by everyone having the interests of St. Louis at heart. The Alton, the Baltimore and Ohio Southwestern, and the Chicago and Northwestern have set a pace in this direction which the other railroad lines in the city may well emulate.

The Chicago and Alton does not propose to stop its good work in St. Louis with what has thus far been accomplished. President S. M. Felton, with a party of leading officials of the line, stopped over here yesterday on his return from a tour of inspection. He was so pleased with the new offices and the business outlook for his company in this city that he instructed General Passenger Agent Charlton to fit up a suite of rooms on the fourth floor of the building, which are to be used by the president and the other executive officers of the company during their meetings in St. Louis. They will be auxiliary general offices. Mr. Charlton was given carte blanche to decorate and furnish them, so that they would be in keeping with the appointments of the offices on the first floor.

Mr. Felton said that he had created the position of assistant general passenger agent for the St. Louis office because he wished this city to be considered the chief terminal point on the Alton System, outside of Chicago, where the general offices are located.

The local officials, who acted as hosts at yesterday's informal reception, were Assistant General Freight Agent R. D. Yoakum, Assistant General Passenger Agent David Bowers and City Passenger and Ticket Agent Jere M. Hunt. The guests of honor from Chicago were: President S. M. Felton, General Superintendent Willis E. Gray, General Freight Agent F. A. Wann, General Passenger Agent George J. Charlton, Purchasing Agent Clarence Price, Superintendent of Motive Power, C. M. Mendenhall and Superintendent of Eastern Division Al. Griggs. In addition to these every traffic official in the city who could possibly leave his office dropped in for a few minutes during the day to express his surprise and delight and congratulate the Alton officials on their beautiful new quarters. For those who were hungry or thirsty, or both, an ample collation had been prepared and was served in the offices on the tenth floor.

The Carleton building, in which the offices are located, is a modern fireproof skyscraper, striking in architectural design and constructed of iron and white pressed enameled brick. There are three entrances to the ticket and freight offices on the first floor; one on Olive and two on Sixth street.

On entering the office one is impressed with the harmony of everything the eye lights upon, the rich color scheme, the deep hue of the handsomely figured mahogany of which the ticket counter, ticket case, partition, wainscoting and furniture are made. The workmen have followed rather a unique idea in building all panels in the woodwork after the old style of colonial furniture with crotch veneer of the finest figures joined on the vertical and horizontal lines, creating a varied and beautiful effect.

The private offices present an especially fine appearance, the beauty of the mahogany in the partitions being enhanced by large crystalline plate glass panels, surmounted with a rich, black metal scroll in which the initials of the railway company are most artistically worked out. The same study detail and skill in execution which characterizes the work throughout, is observable in the settees, the folder case and general arrangements for the accommodation of patrons. The base of the counter and wainscoting are of Alps green marble, making a rich contrast with the dark mahogany woodwork.

The ticket case is novel in design, with curved wings on either side inclosing compartments in which are located the telephone and stationary washstand. Tickets, instead of being strung on hooks in the usual manner, are protected from dust not only by woden drawers, but also pasteboard boxes, which open automatically with the drawer.

The decorative features of the wall are allegorical in character, the most conspicuous figures being winged horses, suggestive in a mild form of the speed of the Alton trains. The prevailing color, which forms the background for figures and designs, is a rich leather red, which harmonizes admirably with the mahogany woodwork. Large electroliers and electric brackets enhance the general appearance of the offices. They are classic in style and furnished in antique brass.

The center window on Sixth street is a solid piece of the finest plate glass, measuring 162 by 216 inches. It is not only the largest single pane of plate glass in this country, but so far as known the largest in the world. It helps to light up not only the ticket office proper, but also the private offices of the assistant general passenger agent and assistant general freight agent and the freight bill counter.

Offices for the clerks in the freight and passenger departments are located on the tenth floor. It is proposed to transact all business at new headquarters beginning tomorrow morning.

THE ORIENT LINE.

Stillwell Attends Meeting of Directors in Kansas City.

Kansas City, Mo., July 14.—A. E. Stillwell, president and promoter of the projected Kansas City, Mexico and Orient Railway, arrived in the city to-day from Chicago to attend a meeting of the directors of the company, called for the purpose of amending its charter so that the road can be built through Oklahoma without delay.

"Nothing can now prevent the construction of the road," said Mr. Stillwell. "It will be built and in operation between Kansas City and Topolobampo within three years, and Kansas City and Chicago will become harbors of the immense commerce which is beginning to flow between the United States and the Orient."

Other officers who attended the meeting were W. W. Spencer of St. Louis, first vice president, and A. E. Millken of Durango, Mexico, one of the directors. Surveying corps are in the field in Kansas, Oklahoma, Texas and Mexico laying out the route of the line.

L. & N. OFFICE.

They May Be Moved to the Old Alton Headquarters.

It is more than probable that after August 1 the offices of the Louisville and Nashville and the Henderson Route will be moved from their present location, on North Broadway, to those to be vacated by the Chicago and Alton, at No. 216 North Broadway. John Fitzgerald, superintendent of terminal facilities of the Louisville and Nashville, in this city, said yesterday that he was dissatisfied with the present quarters, and would prefer to have all the offices located on the first floor. He admitted that he had refused to renew the lease on the premises occupied at present and was negotiating for the old Alton offices. While he realized that he might have to vacate the Alton office on December 31 of this year, he still favored a temporary change.

NOT PARALLEL LINES.

Northern Pacific's Answer in the St. Paul and Duluth Case.

St. Paul, Minn., July 14.—The Northern Pacific has filed its answer to the complaint of the Railroad and Warehouse Commission in connection with the latter's attempt to prevent the absorption of the St Paul and Duluth.

The Northern Pacific shows that the distance to Duluth from St. Paul, by way of its line, is 257 miles, while by way of the St. Paul and Duluth it is 152 miles. This is shown with the aid of maps to prove that the Northern Pacific is not a parallel line. The road denies that it has ever been a competitor of the St. Paul and Duluth.

In Memory of Eugene Field.

W. J. Scott, F. W. Stocton, C. M. Brown, E. D. Tilton and W. J. Smith, the committee appointed by President Whittaker of the Merchants' Exchange to prepare a suitable memorial to the memory of Eugene Field, yesterday submitted resolutions to the effect that—"In the death of Eugene Field the commercial and railroad interests of the city of St. Louis have been deprived of one of their best and most efficient friends and supporters. As a member of the Merchants' Exchange of long standing and one of its directors, he was very valuable, and ever contributed thereto lavishly his time, assistance and wise counsel."

Death of Colonel S. B. Beaumont.

Denver, Colo., July 14.—Colonel Samuel B. Beaumont, for a number of years connected with the freight department of the Denver and Rio Grande Railroad, died at Perry Park, Colo., of chronic gastritis. Colonel Beaumont received his military title while serving in the Tennessee militia. He was well known in that State, having built the Memphis and Little Rock Railroad and held several public offices. He also served the Government as Indian Agent. Colonel Beaumont was born in Connecticut in 1836, and was highly connected in New England. He will be buried in Denver.

Off for Pere Marquette.

Chicago, July 14.—The members of the Western Passenger Association left this afternoon and evening for Marquette, Mich., where a meeting of the association is to be held Monday. The meeting may consume a greater part of the week, as considerable business will come up for discussion.

Cut Rate From Texas.

REPUBLIC SPECIAL.

Fort Worth, Tex., July 14.—The unusual movement of wheat from Texas northward may be the cause of rate trouble. The rate put in for Chicago and Illinois points was 26 cents yesterday. This morning the Cotton Belt announced a 25-cent rate. The means a saving of about $5 a car. The other lines have not met this rate yet.

Personal and Current Notes.

—W. G. Knittle, traveling passenger agent of the Big Four at Dallas, Tex., is in the city.

—The Mobile and Ohio will make the following changes to-day in its time schedule: Southern special will leave at 7:28 a. m. instead of 7:40 a. m.; West India Flyer at 8 p. m., instead of 8:51 p. m.; Murphysboro accommodation will leave at 4:50 as before, but will arrive at 11:25 a. m. instead of 11:00 a. m.

—The Missouri Pacific and Santa Fe will transport four troops of the Fifth Cavalry from Jefferson Barracks to Huachuca, Ariz.; Wilcox, Ariz., and Wingate, N. M. The Missouri Pacific will also bring one company of infantry from Fort Leavenworth to Jefferson Barracks.

—"In Michigan With Both Feet" is the title of a booklet just issued by the Chicago and Alton. It is replete with interesting descriptive matter of the Michigan resorts and how to get to them over the C. & A. road. A number of half-tone cuts decorate the pages.

CONGREGATION ALARMED.

Thinks That Title to Church Property Is in Danger.

The negroes who form the congregation of the First Baptist Church of Webster Groves, St. Louis County, are all stirred up at the prspect of losing the church property. The records in the Recorder's office at Clayton show that the deed to the property is held by Mary Baldwin, subject to a $500 deed of trust which is held by one George H. McClain. But the members of the congregation declare that the transfer was made without authority or without their knowledge.

Proceedings to annul the deed have already been instituted and application was made yesterday to the court for an order of publication, stating that the defendants, L. D. Alexander and George H. McClain, cannot be found. The petitioners state that Mary Baldwin intimated to them that there might not be such a person as George H. McClain, and they further allege that if there is such a person he has quit his usual place of abode.

The troubles of the church have been brewing for nearly a year and a half. The defendant, L. D. Alexander, was pastor of the church up to March, 1899. His salary had not been paid for several months, and Mr. McElhinney says he induced some of the trustees to give him a deed to the church property in lieu thereof. The deed was afterwards conveyed to Mary Baldwin, who executed a $500 deed of trust on the property in favor of George H. McClain. Mr. McElhinney says she now admits she never saw McClain, and the deed was issued at the instance of Alexander.

Last October the church was totally destroyed by fire. When the insurance adjusters appeared a few days later the congregation learned for the first time that the title had passed from their hands. The congregation also held insurance on the building, and some of its leading members requested that payment on Alexander's policy be withheld. As a result, the insurance companies will not settle until the title is adjusted by the court.

On account of failure to get service on the defendants the case will not be tried until the September term of the County Circuit Court.

CUTTER'S CAPTAIN INSANE.

McCulloch's Commander Twice Attempted Suicide.

Port Townsend, Wash., July 14.—The United States revenue cutter McCulloch has arrived, eight days from Dutch Harbor.

Next day after sailing from the post Captain Healy lost his mind and made two unsuccessful attempts to commit suicide. For several days before leaving Dutch Harbor Captain Healy's actions were such as to create suspicion among officers and crew, and as a result, a close watch was kept on his actions. He came on deck and after giving some orders relative to handling the ship he made an attempt to leap overboard into the sea, but before he reached the railing was seized by several of the crew and taken to his cabin, where a guard was placed over him.

During the night he secured a medicine bottle, and, breaking it, succeeded in severing a blood vessel in his left arm. Before much blood was lost the guard discovered the wound, which he bound with a handkerchief and called for assistance.

There being no surgeon aboard, Lieutenant Thompson dressed the wound and upon arrival here Captain Healy was taken to the Marine Hospital and put in a straight jacket, where he will be retained until the department can be communicated with.

Lieutenant Thompson, who assumed command of the McCulloch and brought her to this port, reports a prospective coal famine at Dutch Harbor.

The McCulloch picked up the steamer Nome City 225 miles west of Cape Flattery, and towed her to this port, she having lost three blades of her propeller. The Nome City had twenty passengers.

The steamer Santa Ana, which on arrival north, was quarantined on account of smallpox, arrived to-day and was sent to Diamond Point Quarantine Station for fumigation.

The steamer Farrallon arrived from Nome, bringing about 40 marines. They say that 1,000 to 1,200 men are on the beach, begging for work for their board. They confirm the reports of the prevalence of smallpox.

NEW FASHION IN COATS.

Prince of Wales Discards Double-Breasted Frock.

REPUBLIC SPECIAL.

New York, July 14.—Male members of the fashionable set in New York are engaged in earnest discussion of the news that the Prince of Wales has decreed that the double-breasted frock coat must go, and a single-breasted garment take its place.

Within a few hours after the publication of the news, Fifth avenue tailors received numerous inquiries regarding this very important departure from the regulation frock coat which has for so long been considered as representing the ideas of the "first gentleman of Europe" in the matter of proper apparel for afternoon social functions.

Every well dressed man in the world has accepted the double-breasted frock coat and the name of it in every tongue is "Prince Albert." But now comes an innovation. His Royal Highness appeared at the Queen's garden party in a single-breasted long coat. As a consequence swelldom in London is greatly concerned.

Luckily this is not the case here in America, although when the Prince on one occasion forgot to fasten the lowest button of his waistcoat within a week one could hardly find a completely buttoned waistcoat on Fifth avenue.

Concerning the new frock coat, the consensus of opinion is that it "won't take."

The tailors say it is old-fashioned and exhibit a fashion plate of 1876 containing a picture of this new royal garment. I was told that many gentlemen of the old school still cling to the style.

In pattern it is like the coat worn by Episcopal clergymen, except that the buttons are not meant to be fastened, so as to allow of wider exposure of the fancy waistcoat. The silk lining extends to the edges and the lapels continue all the way down to the bottom of the coat, giving the garment the appearance of a light overcoat. The principal objection to the new coat by representatives of the New York smart set is that it resembles a groom's livery.