$7.50 Chicago and Return.

WABASH

Here is a splendid opportunity to visit the second city in the United States at half what it would usually cost. These low rate tickets will be sold August 25th to 29th, inclusive. Limit, September 1st, under easy conditions will be extended to September 30th.

Three trains each way every day. Compartment Sleepers and Regular Sleepers on night trains 8:05 p. m. and 11:30 p. m. Parlor Car and Cafe-Lounge Library Car on day train 8:00 a. m. Free Reclining Chair Cars on all trains.

Wabash Ticket Office,
Broadway and Olive, S. E. Cor.

The bargains at Barr's are so attractive that the street cars from north, south, east and west will be crowded with eager shoppers, bound for Barr's, Sixth, Olive and Locust streets. It's a good place to make up for lost shopping hours, profitably, too.

ASSAULTED BY STRANGE MAN.

Daisy Harr Knocked Down Twice While on Her Way Home.

Daisy Harr, employed at No. 1714 Locust street, was knocked down twice by Frank Egler at Sixteenth street and Lucas avenue early yesterday morning, after he had followed her a dozen blocks. Egler was arrested and locked up at the Central District Police Station. A warrant has been sworn out against him, charging assault and battery.

Miss Harr spent the day Sunday with the family of her brother, Moritz Hart, at No. 124 South Main street, East St. Louis, Ill. It was about 1:30 o'clock when she started home and her brother wanted to accompany her but she persisted that she was not afraid and started out alone. She rode across the bridge and decided to walk from there. When she had gone a block she noticed that a man was following her and she quickened her pace. A block further on he overtook her and asked to accompany her home. She did not speak, but hurried on.

This was repeated several times, and she became so alarmed that when she reached Fourteenth street she began to run. Egler followed, overtaking her at Sixteenth street and Lucas avenue. He grabbed her and knocked her down. Her screams attracted the attention of Private Watchman McIntyre, who arrested Egler, after he had knocked her down a second time.

Egler, who was under the influence of liquor, said he lived at No. 817 Division avenue, East St. Louis.

SERGEANT KING IN LINE.

Harnessmaker Helped to Make Him a Shirt-Waist Man.

After fighting the fad for weeks, discouraging it by word and deed, and directing all sorts of scornful remarks at those who had adopted it, Sergeant King of the Fourth District Station has at last "come 'round" and is henceforth to be numbered among the devotees of the "coatless shirt."

'Twas a task for his King-ship. The Sergeant's avoirdupois is a thing about which he says little, it is such that it prevents him from doing a hundred yards in less than twenty seconds. Apropos his size there is a story.

When he began to think seriously of adopting the new fad he was confronted with the same difficulty that troubled Doctor Jordan of the City Dispensary—there were no belts in this city of suns of sufficient size to encircule his fairylike waist. So, like Doctor Jordan, the Sergeant was compelled to engage the services of a harnessmaker.

The belt is now in daily use, in connection with a "coatless shirt," and, judging from the pleased look on the Sergeant's face, the 'od is a "go."

$10.00 Put-in-Bay and Return

Via Clover Leaf Route; August 30th only. Ticket Office, 505 Olive street.

New Postal Divisions.

Washington, Aug. 20.—The Postmaster General has established two new divisions of Post Office Inspectors, one comprising the island of Hawaii and the other that of Porto Rico.

Post Office Inspector Lawrence Letherman, late of the Boston, Mass., division, and formerly of the Cincinnati division, has been appointed Inspector in charge of the Porto Rico division. Inspector William A. Robinson has been detailed from the San Francisco division as acting Inspector in charge of the Hawaiian division. Both divisions will be under the general charge of Chief Post Office Inspector William E. Cochran.

Mr. Robert Baker had an attack of colic recently and suffered intensely until he took two doses of Chamberlain's Colic, Cholera and Diarrhoea Remedy, which effected a cure very quickly. He says it is a wonderful preparation. Mr. Baker resides at Riverton, Md. Every family should be provided with a bottle of this remedy. It never fails, and is worth many times its cost when needed. For sale at 25 and 50 cents a bottle.—Adv.

SPECIALTIES.

Louis C. Bohle Livery Co.,
Undertakers and Embalmers.
Carriages ....$3.00 } And upwards, accord-
Hearse .....$6.00 } ing to distances.
Black Cloth Caskets, first-class goods, $40 and upwards.
GLOBE STABLE, 1122 Chestnut St.
Telephone Main 817.

DEATHS.

BURKE—On August 20, 1900, at 1:30 a. m., Mrs. Margaret Burke, mother of Mrs. Lawrence Hanlon (nee Burke).

Funeral from the family residence, No. 2701 Hickory street, Wednesday, August 22, at 9 a. m., to St. Kevin's Church, thence to Calvary Cemetery. Friends are invited to attend. Deceased was a member of St. Ann's Sodality.

Jefferson City and Sacramento (Cal.) papers please copy.

BRECKENRIDGE—At his residence, No. 2613 Folsom avenue, Monday, August 20, 1900, at 12:45 p. m., George Breckenridge, aged 65 years and 4 months.

Funeral services at 2 p. m. Wednesday, August 22, at Lafayette Park Presbyterian Church. Interment private.

DONNELLY—On Monday, August 20, 1900, after a short illness, Ellen Donnelly (nee McGarry), dearly beloved wife of Daniel Donnelly, aged 45 years.

Funeral will take place Wednesday, August 22, at 2 p. m., from family residence, No. 1819 South Seventh street. Relatives and friends are invited to attend.

GALLAGHER—August 19, 1900, at 8 o'clock a. m., after a lingering illness, Bridget Gallagher, aged 46 years, beloved mother of Mrs. Mary O'Donnell (nee Gallagher), Mrs. Margaret Hemsick (nee Gallagher), Julia Gallagher, John Gallagher and sister of Owen Moran.

The funeral will take place from residence of her daughter, Mrs. Hemsick, No. 1401 North Ninth street, August 21, at 1 p. m., to St. Patrick's Church, thence to Mount Olive Cemetery. Friends are invited to attend.

KAUFMAN—Saturday, August 18, 1900, at Meramec Highlands, Abraham Kaufman, aged 31 years.

Funeral was held from residence of his father, No. 4617 Maryland avenue, at 2 p. m., Monday, August 20, 1900.

THIE—On Sunday, August 19, 1900, at 9:15 p. m., Henry P. Thie, beloved husband of Elizabeth Thie and father of Joseph and Minnie Thie.

Funeral at 2:30 p. m., Tuesday, August 21, from family residence, No. 1120 North High street, to St. Joseph's Church, thence to Calvary Cemetery.

WAGONER UNDERTAKING CO.
H. H. WAGONER,
Surviving member of the late firm of SMITHERS & WAGONER, President.
FUNERAL DIRECTORS,
1127 OLIVE STREET.
Tels., Main 2840; C655. St. Louis, Mo.
DAY AND NIGHT SERVICE.

Mr. H. H. Wagoner, administrator of the estate of the late firm of Smithers & Wagoner, will settle all claims pertaining to said partnership estate at their old office, 1127 Olive st.

RAILROAD NEWS FROM ALL POINTS.

Figures Presented to Show Which Railway System Has the Largest Mileage.

METHODS OF COMPUTATIONS.

Gould System Is Entitled Properly to Fifth Place on the List—B. & O. Encouraging Agriculture—Notes.

It appears that a number of exceptions have been taken to the mileage table of railway systems in the United States and Canada, which was compiled by the Railway Age and published recently in The Republic. Prominent among these was an article which appeared in the Montreal Gazette, maintaining that the Canadian Pacific with its 10,618 miles was entitled to first place. It cites figures from the Official Guide to show that the New York Central and Hudson River system has not 10,410 miles of track, nor has the Pennsylvania system 10,392 miles. To refute this the Railway Age says:

The Official Guide is entitled to unlimited confidence in the information which it gives about individual roads, but its table of company mileage does not undertake, except in a few instances, to show the entire mileage controlled in systems. As the Gazette says, it credits the New York Central, including West Shore, with 2,924 miles. But it so happens that the official advertisement of that company's time tables in the body of the Guide is prefaced, after the list of officers, with the following table:

New York Central Lines.

	Miles.
New York Central and Hudson River Railroad and branches	2,924
Dunkirk, Allegheny Valley and Pittsburg Railroad	91
Michigan Central Railroad and branches	1,658
Lake Shore and Michigan Southern Railway and branches	1,413
Lake Erie and Western Railroad and branches	882
Pittsburg and Lake Erie Railroad and branches	189
New York, Chicago and St. Louis Railroad	523
Cleveland, Cincinnati, Chicago and St. Louis Railway and branches	2,345
Grand total	10,018

To this footing the Railway Age added the Boston and Albany, just acquired, 394 miles, making a total of 10,410 miles, as stated. To this might have been added the Toronto, Hamilton and Buffalo, eighty-eight miles, of whose stock New York Central owns 51 per cent, and the St. Lawrence and Adirondack, fifty-six miles, owned in the Vanderbilt family, making a grand total of 10,538 miles.

As to the Pennsylvania system, the Guide, it will be found, reports separately several lines which are really owned by that company, some of which were but lately acquired. It is proper to repeat that if the mileage of three great companies in which the Pennsylvania recently purchased a large interest could be considered as forming part of the Pennsylvania system, the mileage controlled, to some extent, by that company would be largely increased. This, however, would also be true of the New York Central system if the Vanderbilt interests in Chicago and Northwestern, Union Pacific and some other companies were included. But it was not the purpose of the article to carry the search for unity of ownership beyond the limits of lines avowedly under the control of the interests named.

Gould System Overlooked.

Under the general rule followed, the table probably should have included the Gould system of roads, although the ownership of the lines thus designated is not so closely concentrated as it was when Jay Gould formed his great combination. In the table the Missouri Pacific system, including the St. Louis, Iron Mountain and Southern, was given twelfth place, with 5,324 miles. If we add the other lines in which the heirs of Mr. Gould are still largely interested the group will figure as follows:

	Miles.
Missouri Pacific and Iron Mountain	5,324
Texas and Pacific	1,517
International and Great Northern	833
St. Louis Southwestern	1,258
Total Gould system	8,124

This combination, which doubtless represents a substantial unity of interests, gives the Gould system the fifth place in the table of great systems, placing it between the Southern Pacific, with 9,362 miles, and the Chicago and Northwestern, showing 8,463 miles. It also adds 3,000 miles to the 147,061 in our table of large systems. Deducting the mileage of the Rio Grande Western, which disclaims identification with the Colorado and Southern, there are found to be a little over 150,000 miles represented by twenty-eight companies.

BY TRACK APPARATUS.

Interesting Results From Measurements on the New York Central.

Chief Track Inspector Dudley of the New York Central has made his report for 1899, and it shows the highest standard of track ever attained by the road. The work was done by a track measuring apparatus invented by Mr. Dudley, and for each division is given a set of diagrams showing the alignment, gauge, surface, age of rail and profile. According to Mr. Dudley, the undulations of the track have been reduced to as low a limit as each section and the conditions of the rails admit. The six-inch 100-pound rails show a stability of two to one as compared with the eighty-pound section. The stiffness of the 100-pound sections is 80 per cent greater than that of the eighty-pound sections, but the surface of the five and a half-inch eighty-pound rail is declared to be unexcelled by rails from five to ten pounds heavier. Mr. Dudley declares that the gauge of the track is practically perfect. Attention is called to the fact that with high-grade steel used in the modern rail it has been possible to hold the condition of the track on rails four to nine years old practically the same as when new. Taking into consideration the increased weight of freight trains and the heavier loads carried, this is a new experience in construction and maintenance of permanent way. The ability to draw eighty loaded 60,000-pound cars in one train and by one locomotive shows what has been accomplished in the way of train resistance by improving the track, motive power and rolling stock.

G. A. R. TICKETS TO CHICAGO.

Some Conditions Which Will Be Attached to Them.

General passenger agents of lines running into Chicago are calling the attention of prospective patrons of their lines during the Grand Army of the Republic encampment in that city to the form of ticket to be used on that occasion, and some requirements which the passengers will be called upon to respect. The ticket will be an iron-clad signature coupon ticket, and will be on sale from August 25 to 28, inclusive, and will be good returning until August 31. For this length of time it will not be necessary to deposit the ticket, but it will be necessary for the holder to sign it in the presence of an agent of the line over which it is sold in Chicago. If the passenger desires to stay in Chicago after August 31 it will be necessary for the holder to deposit the ticket and pay a fee of 50 cents, when the limit will be extended until September 30. If the ticket is not deposited it becomes void after August 31.

PRESIDENT FISH.

Made Inspection of the Peoria, Decatur and Evansville.

REPUBLIC SPECIAL.

Mattoon, Ill., Aug. 20.—President Stuyvesant Fish and other officials of the Illinois Central passed over the Peoria, Decatur and Evansville road system, incident to the opening of the line for through passenger traffic, between Evansville and Chicago, via Mattoon. All passenger trains on the P., D. & E. division now deliver or receive a sleeper or chair car to and from the Illinois Central at Broadway Station in this city, and it is expected that within a few months the travel will necessitate at least a solid train each way, daily, between Chicago and Evansville. The Chicago and Central district traffic on the Peoria end of the division will be handled via Decatur.

HELPING THE FARMERS.

Baltimore and Ohio to Encourage Agriculture Along the System.

Pana, Ill., Aug. 20.—The Baltimore and Ohio Railroad proposes to do all it can to help the farmers along its lines. Guy L. Stewart, who has been a member of the faculty of the Maryland Agricultural College, has been engaged by the railroad to develop the agricultural resources of the country through which the Baltimore and Ohio runs. This will also mean more money in the pockets of the farmers who grow fruit and vegetables. They are invited to tell their troubles to Mr. Stewart.

American Association G. P. A.

A. J. Smith, secretary of the American Association of General Passenger and Ticket Agents, has issued a circular calling the attention of members to the coming annual meeting to be held in Buffalo on October 16. He also gives notice of the two principal subjects for discussion, reports on which will be submitted by special committees. The subjects are:

"Enlargement of the Usefulness of the Association," E. A. Ford, chairman of committee.

"Issuance of Compendium of Passenger Rates and Divisions," Warren J. Lynch, chairman of committee.

Thirty days prior to the meeting the secretary will issue a detailed programme of proceedings.

Proposed Katy Extension.

Fort Wort, Tex., Aug. 20.—There was a meeting to-night in this city of citizens of Decatur and Bridgeport, representing Wise County, and E. M. Alvord, representing the Katy, looking to an extension of the Sherman, Shreveport and Southern from McKinney through Denton and Decatur to Bridgeport. Mr. Alvord indicated the desire of the Katy to build the extension and requested that a proposition be made. The Wise County people will guarantee right-of-way through the county and as much as $50,000 bonus. This proposition will be acceptable to the company.

Royal Blue and Olive Green.

The Baltimore and Ohio Company has been experimenting for some time with different colors for passenger equipment. The tunnels on the lines west of Cumberland are hard on paint, and the chemists of the railroad company are endeavoring to find a composition that will retain its luster and prove impervious to the attacks of sulphur and other elements. It is now announced that on all the coaches and parlor cars, with the exception of those used on the Royal Blue Flyers between Washington and New York, olive green will be the standard color.

Angelina and Neches River.

REPUBLIC SPECIAL.

Austin, Tex., Aug. 20.—The articles of incorporation of the Angelina and Neches River Railroad Company were approved by the Attorney General to-day; capital stock $75,000. The incorporators were: J. H. Kurth, S. W. Henderson, Eli Wisner, J. A. Hall, E. T. Clark, J. A. Henderson, E. J. Mentooth, W. M. Glenn, J. S. Henderson and Sam Weiner, Jr. The corporation is formed for the purpose of constructing a railroad, twelve miles in length, from Keltys, Angelina County, to Manton, same county.

Big Ten-Driver Freight Engine.

A peculiarly constructed freight engine was turned out of the Baldwin Locomotive Works for the Minneapolis, St. Paul and Sault Ste. Marie Railroad last week. It is a compound decapod weighing 207,210 pounds in working order, with 184,300 pounds on the drivers. It has nine driving wheels on each side, with a single pair of bogy wheels. The cylinders are 28x32 inches, and the driving wheels are 54 inches in diameter. This engine is expected to haul 2,000 tons of freight up a grade 42 feet to the mile without any assistance.

L. & N. Report.

REPUBLIC SPECIAL.

It is said that Superintendent John W. Logsdon of the Cumberland Valley Division of the Louisville and Nashville Railway, will, September 1, be appointed Superintendent of the St. Louis Division of this road. His headquarters will be at Evansville. O. B. Hollingsworth of Covington, trainmaster of the "Short Line," which runs between Louisville and Cincinnati, is said to be slated for Mr. Logsdon's place.

Faster Time to New York.

A change of time has been made on the New York and Boston Limited of the Big Four, by which the train leaves St. Louis now at 8:30 a. m. instead of 8 a. m. This gives a half hour extra at this end of the line and lands passengers in New York at 2:55 p. m. the next day, the same as heretofore.

To Join Signal Service.

REPUBLIC SPECIAL.

Fort Worth, Tex., Aug. 20.—W. B. Lisco, who has been chief clerk here for the Cotton Belt, resigned, effective September 1. Accompanied by Lee Morris, he will go to Manila to take a position with the United States Signal Service in the Philippines.

Death of J. P. Cosgroe.

REPUBLIC SPECIAL.

Moberly, Mo., Aug. 20.—J. P. Cosgroe, chief clerk of the Wabash freight office at Kansas City, died at the Wabash Hospital in this city to-day of typhoid malaria. He was brought here a week ago for treatment. The body was taken to Kansas City for burial.

Personal and Current Notes.

—Colonel G. A. A. Deane, Land Commissioner of the Iron Mountain system, was at headquarters yesterday.

—L. D. Cooper, traveling passenger agent of the Chicago and Alton at Kansas City, was in the city yesterday.

—Assistant General Passenger Agent D. Bowes of the Chicago and Alton has returned from a trip North.

—C. F. Parker, general agent of the Illinois Central, will return to headquarters to-day from a trip North.

—A meeting of freight traffic representatives of Western trunk lines will be held in Chicago to-day to discuss the grain situation.

—The following increases in earnings are reported for the second week in August: Chesapeake and Ohio, $12,279; Canadian Pacific, $4,050; Ohio River, $1,883.

—It is said to be the intention of some of the Western roads to make a raise in the present rate on soft coal, on the strength of the claim that Eastern roads have determined to make an advance of 10 per cent.

—C. W. Mordoff, who was appointed assistant general passenger agent of the Toledo, St. Louis and Western, filled a similar position on the Ohio Southern. His duties there will be assumed by H. A. Fidler, assistant general freight agent.

—E. T. Campbell, who was recently appointed purchasing agent of the Minneapolis and St. Louis, is in the city arranging to move his household effects to headquarters at Minneapolis. He expresses himself as being highly pleased with his new position.

—Another surveying party has commenced work on the proposed route of the Gulf and Manitoba Railway, and is now running a line from Beaver Falls north to cross the Chicago, Milwaukee and St. Paul road at this point. The Gulf and Manitoba will cross the Great Northern at Willmar.

—Traveling Passenger Agent Sidney Vandusen of the St. Louis and San Francisco, who is secretary and treasurer of the Traveling Passenger Agents' Association of the United States, is a very busy man these days. He is making careful preparations to insure the success of the annual meeting at Old Point Comfort.

—The August number of the Locomotive Firemen's Magazine is issued in two parts, the first devoted to the regular news and editorial department and other matters of general interest to railroad men. It also includes many handsome cuts of prominent buildings in various parts of the country where railroad men have varied interests.

—Southwestern lines have granted a rate of one fare plus $2 for the meeting of the Knights of Pythias at Detroit, August 27 to September 1. Also a one-fare rate from certain points within a limited district to the meeting of the Southwestern Soldiers' Association at Arkansas City, Kas., September 11 to 15.

—The Vandalia Athletic Club has issued invitations for the fourth annual tournament of the Vandalia-Pennsylvania Association, to be held at Terre Haute, Ind., on August 25. It is estimated that no less than 1,500 employes of the system will be present to witness the sports, as the company tenders free transportation to "the boys" from all points along the lines.

—Director General Buchanan of the Pan-American Exposition announced the appointment of James V. Mahoney of Sioux City, Ia., as superintendent of the passenger department of the bureau of transportation. Mr. Mahoney was for a number of years traffic manager of the Sioux City and Northern Railroad, which was absorbed some time ago by the Great Northern.

—The construction of the Minneapolis and St. Louis road at Sioux Rapids, Ia., is fast nearing completion. A large force of men are at work ballasting the line between the rapids and Storm Lake. A daily train has been inaugurated. The establishment of a full passenger service of two trains each way daily is anxiously awaited. Sales of town lots are soon to be the order of the day in the near-by towns along the line.

—The Pittsburg Post says: "C. S. Crane, the popular general passenger agent of the Wabash, has a new poem. It is entitled "William Penn," and is a very catchy thing. Mr. Crane recited it at the recent meeting of the general passenger agents at Cedar Point and it brought down the house. When Mr. Crane sees anything good in poetry he is sure to help it along. He has not been in Pennsylvania long enough to be a good judge of the merits of William Penn, but he can appreciate good Pennsylvania poetry."

90 Boarding Places
Advertised in to-day's Republic.

FOR SALE.
E. JACCARD JEWELRY CO.

THIS FINE AND CHOICE STOCK of Diamonds, Watches, Jewelry, Silverware, Bronzes, Art Goods, Porcelains, Leather Goods, Cut Glass, Cutlery, Music Boxes, Mantel, Hall and Traveling Clocks, Fine Stationery with fixtures; also, Jewelry Factory and Stationery Printing and Engraving Plant, all in order and in use, the business not having been stopped, but going on continuously, commanding a fine trade and a reputation unequaled by any house in the United States.

A Rare Opportunity to Purchase an Established Business of Seventy-One Years' Standing.

The trustee will receive sealed bids for the stock, fixtures and entire plant of the E. JACCARD JEWELRY CO., costing over $208,000.

All bids will be opened on September 1st, and the right is reserved to reject any and all bids. Stock inventoried in detail and any further information will be gladly given by JOE WERNE, Trustee,
E. JACCARD JEWELRY CO., OLIVE AND SIXTH STREETS, ST. LOUIS, MO.

SCHOOLS.

WESTERN MILITARY ACADEMY, Upper Alton Ill.,

ESTABLISHED reputation. Limited number. Thoroughly equipped. Excellent location. Convenient to St. Louis. Owned and managed by teachers of long experience, who take personal charge of the cadets and assume personal responsibility for their care and instruction.

Ask for Circular.

ALBERT M. JACKSON, A. M., President.

BLEES MILITARY ACADEMY,
MACON, MISSOURI.

The commandant of the Academy is now at the SOUTHERN HOTEL and may be consulted by appointment.

LIBERTY LADIES' COLLEGE
Phenomenal success. Highest grade in LETTERS, SCIENCES, ARTS. Faculty specially trained in leading Colleges and Universities of America and Europe.
AMERICAN MOZART CONSERVATORY
Chartered by the State. Professors graduates with highest honors of the ROYAL CONSERVATORIES, BERLIN, LEIPZIG, LONDON; use the methods of these Conservatories. A fine upright CONCERT GRAND PIANO, quoted in Bradbury catalogue $1,050, a prize in May Festival Contest. Address Pres. C. M. WILLIAMS, Liberty, Mo.

BEETHOVEN CONSERVATORY OF MUSIC,
ST. LOUIS, MO. ESTABLISHED IN 1871.
All branches of Music taught. Terms moderate. West End Branch corner Grand and Finney Avenues. Send for circulars to WALDAUER & EPSTEIN, DIRECTORS, NORTHWEST CORNER TWENTY-THIRD AND LOCUST STREETS.

MISSOURI MILITARY ACADEMY
Fine new buildings, modern; practically fireproof. 100 acres. Fishing, hunting, swimming, boating. Faculty of specialists—MEN, not boys—alumni of twelve leading military schools and universities; educators of national reputation. Address
YANCEY & FONVILLE, Mexico, Mo.

HOWARD-PAYNE COLLEGE Fayette, Missouri.
For higher education of Young Women and Girls. Modern and progressive. Preparatory and college courses, music, art, elocution, physical culture. Fifty-sixth annual session begins Sept. 6, 1900. Send for illustrated catalogue. HIRAM D. GROVES, President.

Synodical College and Conservatory of Music
For Young Ladies. Elegant location; Faculty specialists; steam heat; electric lights. For catalogue address
REV. T. P. WALTON, Prest., Fulton, Mo.

KENTUCKY MILITARY INSTITUTE
A school for gentlemen and the sons of gentlemen, preparatory and collegiate, leading to degrees, but character first. Graduates commissioned by the State. Governor of the State ex-officio head of the Institute. Country location. $300 a year. Illus. catalog on request. Col. C. W. FOWLER, Supt., Box 14, Lyndon, Ky.

BUNKER HILL MILITARY ACADEMY, Forty miles from St. Louis. 18th year.
100 large trees on campus. Fine equipments. Gymnasium 76x30 feet. Experienced and scholarly teachers. Personal training and care. High testimonials. No better at any price. Ask for catalogue and views. Opens Sept. 12. COL. S. L. STIVER, Ph. D., Bunker Hill, Ill.

MISSOURI MILITARY ACADEMY MEXICO, MO. The commandant, Col. Goodwyn, will be at Terminal Hotel one week. Address him by letter or in person.

50th Year.
CHRISTIAN COLLEGE.
FOR WOMEN.
Magnificent New Buildings.
Schools of Music, Art and Elocution. Prepares for Universities. Best Equipped School for Girls in the Southwest! Address Secretary Christian College, COLUMBIA, MO.

1831—LINDENWOOD COLLEGE FOR WOMEN—1900
ST. CHARLES, MO. 20 Miles From St. Louis.
Regular, Classical and College-Preparatory Courses. Strong Faculty of experienced Teachers. School of Music and Elocution—Gen. Clifford Vieh, Director. Situation healthful, beautiful. All modern conveniences. Rev. S. J. NICCOLLS, D.D., LL.D., Prest. Trustees. M. H. REASER, Ph.D., Prest.

KEMPER MILITARY SCHOOL,
BOONVILLE, MO. Oldest and most prosperous Boys' Academy in Missouri. Thorough preparation for College or Business. Best of home care. Military Department recognized by both State and U. S. Governments. Col. T. A. JOHNSTON, A. M., Supt.

Wentworth Military Academy Oldest and largest military school in Central West.
Government supervision. State commissions to graduates. Preparation for Universities and National Academies. COL. SANDFORD SELLERS, M. A., Supt., LEXINGTON, MO.

RATHER KISS BRIDE.

Magistrate Prefers This to Twenty-Dollar Fee.

REPUBLIC SPECIAL.

New York, N. Y., Aug. 20.—If the average man were asked to take a choice between a $20 bill and a kiss from the lips of a new bride, in the presence of the bridegroom, the money would pass to the possession of the average man. But Magistrate Voorhees of the Coney Island Police Court is not in the average man class, as the subjoined tale will show.

A well-dressed pair invaded the Coney Island Police Court yesterday morning and made diffident inquiry for the Judge. He was not due for an hour, and the pair waited, playing in the meantime the part of a spectacle upon which every eye was turned.

Upon the arrival of the Magistrate the male member of the combination announced a desire to be married. He described himself as Clarence W. Giesen, 32 years old, a real estate dealer, of No. 530 Willis avenue, Borough of the Bronx. The young woman said she was Matilda Dolise, 24 years old, of No. 2179 Broadway, Borough of Manhattan.

It was Magistrate Voorhees's first marriage ceremony, but he was letter perfect in his part.

When the fateful words had been spoken the bridegroom produced a dropsical roll of bills, skinned off one of the double "X" denomination and offered it to the Magistrate.

"If—if—it's all the—the—same to—to you" stammered Magistrate Voorhees, "I'd rather kiss the bride."

"Sure," replied Mr. Giesen, with a sigh that might have betokened relief or resignation, and the Magistrate kissed the blushing bride.

Excursion on Big Four next Sunday.

VIOLIN IDENTIFIED.

Apparently Victor Fletcher Was Falsely Imprisoned.

REPUBLIC SPECIAL.

New York, Aug. 20.—The violin which caused the conviction of Victor Fletcher on the charge of theft and a sentence of five years in the penitentiary, has been identified as that of Jean Botts.

The two men who identified it were John Friederich, a violin maker, and Bernard Sinsheimer, a violin player, both familiar with the work of Stradivarius and with the example of them that Bott used. Mr. Sinsheimer brought to police headquarters, in a morocco case, his own Stradivarius and compared it with the one that Fletcher says was Bott's. "I have not the least doubt that this is a Stradivarius," said Mr. Sinsheimer, "and that it was the one that Jean Bott used. I knew Jean Bott well. I played on it when Bott came to Nicolini with it, and as I was Nicolini's violin teacher and adviser, you may be sure that I examined Bott's violin carefully then. I advised Nicolini to buy it."

Mr. Friederich said:

"Yes, that is Jean Bott's violin. It would not be possible to deceive me about it. I knew it perfectly."

Victor Fletcher said:

"At last the cruel judicial error that made of me a felon is to be corrected!"

FIREMEN OVERCOME BY HEAT.

Fighting Blaze at Commercial and Dock Streets.

Three firemen were overcome by heat yesterday afternoon at 5 o'clock while fighting a fire in the St. Louis Sash and Door Company factory at the corner of Commercial and Dock streets.

While responding to the alarm for the fire Assistant Fire Chief Harry Sharkey and Fireman Casper Schnell of engine-house No. 25 were thrown from their buggy and slightly injured. The accident was caused by the breaking of the left rear axle of the buggy.

The cause of the fire is unknown. The building, which is owned by the Hafner & Lothman Realty Company, was damaged $900. The stock of the sash and door company was damaged $1,800.

Those overcome by the heat are: Patrick Powers, 46 years old, Fire Company No. 8, resident No. 1121 Newhouse avenue; John Ernst, 27 years old, Fire Company No. 20, residence No. 1128 Newhouse avenue; Ike Kelly, 40 years old, Fire Company No. 20, residence No. 2000 Bissell street. All of the firemen were treated at the North End Dispensary by Doctor Randall, who pronounced them seriously affected by both smoke and heat. Kelly and Ernst were taken to engine-house No. 20 at Grand avenue and Broadway in an ambulance. Powers was taken home.

TO GET POWER FROM WATER.

Elk River to Be Dammed at Flora, Tenn., and Power Developed.

REPUBLIC SPECIAL.

Nashville, Tenn., Aug. 20.—A company has been formed at Flora, Tenn., to develop the water power of Elk River. In the river at this point is a fall of twenty-five feet. A big dam will be placed in the stream and a full plant put in operation, with a view of supplying near-by towns with electric power. Moneyed people are behind the project, and have already purchased the ground and secured the necessary permit. The machinery will cost $35,000.

Dividend Declared.

Washington, Aug. 20.—Comptroller of the Currency has declared a dividend of 1 per cent in favor of the creditors of the insolvent Tacoma National Bank of Tacoma, Wash.

SCHOOLS.

KIRKWOOD MILITARY ACADEMY—Boarding school for boys and young men; prepares for college or for business; large, beautiful grounds. Nineteenth school year begins Sept. 12. Send for catalogue. Col. Edward A. Haight, Kirkwood, Mo.

MUSIC Illinois Conservatory including Fine Art, Elocution and Modern Language Courses. Instruction of best home and foreign talent.
E. F. BULLARD, A. M., Supt., Jacksonville, Ill.

Ward Seminary Nashville, Tennessee.
For young ladies. Full Lit. Course with Music, Art, Elocution, $255 to $340. Certification to Wellesley and Balt. Woman's College. 35th year Sept. 20. Catalogue.

MARY BALDWIN SEMINARY—For Young Ladies. Term begins Sept. 6, 1900. Located in Shenandoah Valley of Virginia. Unsurpassed climate, beautiful grounds and modern appointments. 220 students past session from 27 states. Terms moderate. Pupils enter any time. Send for catalogue.
MISS E. C. WEIMAR, Prin., Staunton, Va.

VIRGINIA FEMALE INSTITUTE, Staunton, Va. School for Young Ladies. Situated in the mountains of Virginia. Climate and scenery unsurpassed. Preparatory and elective courses. Special advantages in Music, Art, Elocution and Languages. Buildings modern and complete. Write for catalog.
Miss Maria Pendleton Duval, Principal,
Successor to Mrs. Gen. J. E. B. Stuart.

THE UNIVERSITY OF NOTRE DAME, Notre Dame, Ind.
The 57th Year will open September 4th, 1900. Catalogue Free. Address
REV. A. MORRISSEY, C. S. C., President.

MISSOURI MILITARY ACADEMY
New buildings; campus 100 acres; model school home; faculty of men—not boys. Specialists from best schools of America and Europe.
YANCEY & FONVILLE, Mexico, Mo.

MO. COLLEGE OF LAW,
Century building, St. Louis. Day and night school. Call or send for catalogue.
WILLIAM J. HOPKINS, Pres.

UNIVERSITY MILITARY ACADEMY.
A HOME SCHOOL FOR TWENTY BOYS.
Chartered 1884. Thorough preparation for college and business; complete equipments; individual instruction; athletics, gymnastics; young boys admitted; personal supervision; family life. Address
JOHN B. WELCH, A. M., Columbia, Mo.

ST. LOUIS UNIVERSITY
Grand Ave. and Lindell Boulevard.
Thorough Classical, Commercial and Scientific Education.
Classes resume Monday, Sept. 3. Entrance Examinations Aug. 24 and 25, 9 a. m.
Catalogues on application.

HOW TO STUDY ART
We give in our illustrated catalogue FREE valuable information and advice to those contemplating the study of Art. Send postal for catalogue. HALSEY C. IVES, Director.
ST. LOUIS SCHOOL OF FINE ARTS, St. Louis, Mo.

MONTICELLO Opens the 63rd year Sept. 27th. Superior faculty. English, Latin, Greek, German, French, Music, Science, Art, Physical Culture. For illustrated catalog address
MISS H. N. HASKELL, Prin., Godfrey, Ill. **SEMINARY**

AMERICAN CONSERVATORY KIMBALL HALL, 239 to 253 Wabash Ave. CHICAGO. The Leading School of MUSIC and DRAMATIC ART in the West. Fifty eminent instructors. Teachers' training dept. Many free advantages. Special rates to talented pupils of limited means. Fall term begins September 10, 1900. Catalogue mailed free.
JOHN J. HATTSTAEDT, Director.

HOSMER HALL.
DAY AND BOARDING SCHOOL FOR GIRLS.
Certificate admits to best Eastern colleges. Advantages in music and modern languages. Opens Sept. 20. For catalogue address Miss Martha H. Mathews, Principal, 4256 Washington boulevard.

WILLIAM JEWELL COLLEGE,
Founded 1849. Liberty, Missouri.
Best endowed and most largely attended college for young men in Missouri; 28 instructors, 19 buildings; 5 scientific laboratories; 12,000 volumes in library; 75 periodicals in reading-room; best college gymnasium in the West; athletic field; waterworks, baths, steam heat. Collegiate, academic and business courses. Expenses $150 to $250 per year. For catalogue, address
J. P. GREENE, D. D., LL. D., President

Benton College of Law.
N. E. Cor. Franklin and Grand Aves., ST. LOUIS, MO.
EVENING SESSIONS ONLY THIRTEEN INSTRUCTORS.
Three years' course leading to degree of LL. B. One year's course leading to degree of LL. M. Students may have day employment and attend night lectures. Diploma admits to the bar of Missouri. Next session begins September 10, 1900. For catalogue, call 902 Commercial building, or address Geo. L. Corlis, Dean.

Just come to JACKSON, Missouri, for MILITARY and all other ACADEMY advantages. (Coeducational.) NO BRAG NO SNOBS Militarism
W. M. Watts, Supt.

Culver Military Academy
(on Lake Maxinkuckee)
CULVER, INDIANA.
Only a limited number of vacancies in this well-known school to be filled in September.
Enrollment for past session 242 cadets.
For information, or handsome illustrated catalogue, apply to
Col. A. F. FLEET, A.M., LL. D., Superintendent.

BRAINS can be refreshed daily. Squirrel Oats have no superior. They are correct brain food.
Trade supplied by
ADAM ROTH GROCERY CO.

THREE PERISH AT CAPE MAY.

Two Women and a Man Drowned in the Surf.

Cape May, N. J., Aug. 20.—Ellen Young, Salina Newhouser and Albert J. Schwab, all of Philadelphia, were drowned in the surf at Cape May Point to-day.

They were bathing and got beyond their depth. Schwab made a noble effort to save his companions, holding their unconscious bodies above the water for some time. Just as a boat which went to their rescue reached his side he loosened his grasp on the women and sank out of sight. The women were taken ashore and, although the usual methods for resuscitating drowned persons were resorted to for two hours, they could not be brought back to life. Schwab's body has not yet been recovered.

Baby's Voice is the joy of the household, for without it no happiness can be complete. The ordeal through which the expectant mother must pass, however, is so full of danger and suffering that she looks forward to it with indescribable fear. Every woman should know that the danger, pain and horror of child-birth can be entirely avoided by the use of "MOTHER'S FRIEND," a scientific liniment. By its aid thousands of women have passed this great crisis in perfect safety and without pain. Our book of priceless value to all women will be sent free to any address by Bradfield Regulator Co., Atlanta, Ga.

Mother's Friend

AUC