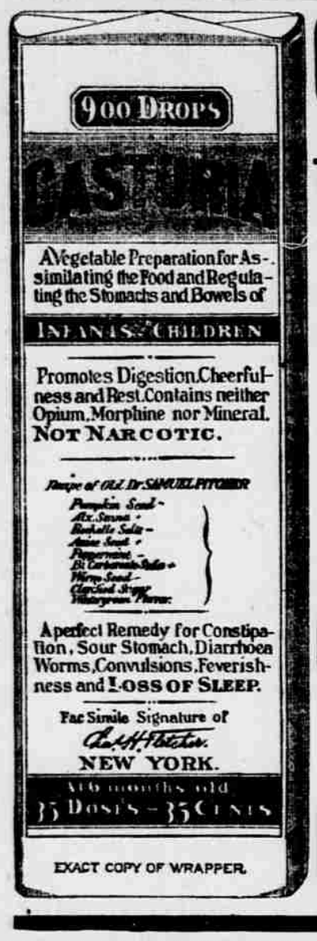

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AT BARR'S.

Great opportunities are presented at Barr's for securing choice selection of goods. There is no dissatisfaction with the goods from Missouri's greatest store after you get them home. The offerings this spring are unusual.

M. S. U. CONTESTANTS CHOSEN.

E. A. Green, Fred Kelsey and Nelson Sear to Represent Missouri.

REPUBLIC SPECIAL.

Columbia, Mo., March 9.—At the preliminary contest to decide the representatives of Missouri University in the Illinois-Missouri oratorical contest, the contestants debated the question: "Resolved, That Congress should possess and exercise the exclusive right and power of regulating those industrial corporations which, by their relative magnitude, are enabled so largely to control the price and conditions under which their commodities are placed on the market."

This is the question that will be used in the intercollegiate debate. The winners were E. A. Green of De Soto, Fred Kelsey of Farmington, Ia., and Nelson Sear of Deer Ridge.

D. A. R. IS PLEASED.

Procures Passage of Bill Prohibiting Defacement of Flag.

REPUBLIC SPECIAL.

Jefferson City, Mo., March 9.—Daughters of the Revolution will rejoice over the passage to-night of House bill 439, introduced by Bothwell of Pettis. The bill prohibiting the use of "any word, figure, mark, picture, designs, drawing or any advertisement of any nature, upon any flag, standard, color or ensign of the United States," was passed without opposition.

The organization of the D. A. R. has worked hard for such a bill in Missouri. It is the law in twenty States, and it is hoped to make Missouri the twenty-first.

Miss Louise Dalton of Wentzville, State historian of the Daughters, has been attending to the passage of the bill. At the State conference in Cape Girardeau last fall, delegates representing the 700 Missouri Daughters from over the entire State, voted for such a measure. The officers of the organization are: Mrs. George H. Shields, St. Louis, State regent; Mrs. Wallace Delafield, vice State regent; Miss Mary Louise Dalton, Wentzville, State historian; Mrs. A. DeFigueiredo, St. Louis, State secretary; Mrs. Louis B. Houck, Cape Girardeau, State treasurer.

TRENTON, N. J.—The American Seeding Machine Company, with an authorized capital of $15,000,000, has been incorporated. Of the capital stock, $7,500,000 is preferred, drawing 7 per cent cumulative dividend. The balance is common stock.

SPECIALTIES.

Mississippi Valley Trust Company

Acts as Register and Transfer Agent of Bonds and Stocks.

DEATHS.

COTTER—On Monday, March 9, 1903, at 12:30 p. m., Helena Cotter, aged 6 months, beloved daughter of Jos. E. and Margarette Cotter (nee Moran).

Litchfield, Ill., Madison, Ind., and Louisville papers please copy.

DAWSON—At the residence, No. 4515 Margaretta avenue, Mary Dawson, daughter of the late William and Isabella Dawson.

Funeral from the residence Wednesday, March 11, 1903, at 2:30 o'clock p. m.

HOFFELDER—Entered into rest on Monday, March 9, 1903, at 6:35 a. m., at his daughter's home, No. 3119 California avenue, Mr. Wolfgang Hoffelder.

Funeral March 11 at 1:30 p. m.

HANSON—On Sunday, March 8, 1903, at Baptist Hospital, James E. Hanson, beloved husband of Lorena Hanson, aged 44 years.

Funeral from residence, No. 3423 Texas avenue, Tuesday, March 10, at 2:30 p. m. Friends invited.

MUNDT—On Saturday, March 7, 1903, at 3 p. m., Frederika Mundt, beloved mother of August, Henry, Lizzie and Alvina Mundt, aged 75 years and 1 month.

Funeral will take place on Tuesday, March 10, at 1:30 p. m., from residence, No. 2355 Rutger street. Relatives and friends are invited to attend.

PFLAGER—Entered into rest, Monday morning, March 9, 1903, at 11 o'clock, Jessie M., beloved wife of Harry W. Pflager.

Notice of funeral will be given later.

POMBIRAY—On Monday, March 9, 1903, at 4:20 p. m., Charles Nicolas Le Mercier de Pombiray, aged 87 years 10 months and 22 days. Born in Guadeloupe Island, West Indies.

Funeral from Holy Angels Church, Wednesday, March 11, at 9 o'clock a. m.

New York, Washington, Chicago and New Orleans papers please copy.

ROBITOY—Entered into rest Monday, March 9, 1903, at 2 a. m., Doctor George Robitoy.

Funeral Wednesday, March 11, at 2 p. m., from Wagoner's undertaking parlors, No. 1127 Olive street. Interment private. Please omit flowers.

SCHURK—On Monday, March 9, 1903, at 1:15 a. m., Louis Schurk, beloved husband of Mary Schurk (nee Stocke), aged 49 years.

Due notice of the funeral will be given.

THORN—On Monday morning, March 9, 1903, William Thorn, beloved son of Elizabeth Thorn, aged 41 years and 8 months.

Funeral will take place Wednesday morning, March 11, from residence of his sister, Mrs. H. Heff, No. 1900 La Salle street, at 9:30 a. m.

WELSH—Entered into rest, on Sunday, March 8, 1903, at 1:20 o'clock p. m., after a lingering illness, Rosalind O. Welsh, beloved daughter of David and Rose Welsh (nee Delehanty), and dear sister of Joseph J., Alice E., Margaret H., Eloise and Sarah G. Welsh and the late David R. Welsh, at the age of 15 years 4 months and 1 day.

The funeral will take place on Tuesday, March 10, at 2 o'clock p. m., from family residence, No. 4211 Cote Brilliante avenue, to St. Matthew's Church, thence to Calvary Cemetery. Friends are invited to attend.

TICKET BROKERS LOSE SUIT AGAINST WABASH

Nontransferable Clause in World's Fair Transportation Decided to Be Legal.

REGARDED AS A TEST CASE.

Judge Wood Holds That Concession of Cheaper Fare by Railroad Entitles It to Restrict Privileges of Ticket.

Circuit Judge Wood decided yesterday that railroad companies have a right to issue nontransferable rate tickets for World's Fair use and that ticket brokers have not the right to deal in them.

In the test case brought by the Wabash Railroad Company against Bennett and David Wasserman, composing the ticket brokers' firm of Wasserman & Co., to restrain them from dealing in the tickets, Judge Wood granted the injunction prayed for.

The suit was based upon the sale last October by the ticket brokers of the return portion of a round-trip ticket issued to A. A. Mass at Kansas City and of one issued to J. C. Simpson. The return tickets were bought by the brokers and resold.

The answer of the brokers denied the authority of the railroad company to make the tickets nontransferable and claimed that the limitation was void.

HIGHER COURT DECIDES POINT.

This contention, Judge Wood stated, was abandoned at the trial of the case, the United States Supreme Court having decided that, in consideration of a reduced rate, a railroad company may issue a ticket with such a condition, and that a violation of the conditions would render the ticket void.

The second defense was, the opinion states, that the Wabash Company and other companies associated themselves in a passenger association and established uniform rates between St. Louis and other cities, and pooled and divided ratably among themselves, according to agreement, the earnings of their lines on tickets to and from St. Louis; and that the tickets in question were issued and sold upon the terms alleged.

In regard to this contention, Judge Wood says:

"I have carefully examined the testimony in this case, and have come to the conclusion that the allegations of the answer respecting the alleged unlawful conspiracy and combination in restraint of trade and in violation of the Sherman law, is not supported by the testimony; but, on the contrary, that the plaintiff made the rate and issued the ticket independently of any agreement with other railroads; that there is no existing combination among carriers of passengers by which any one carrier is bound by any agreement to maintain the fixed rates, and that the Western Passenger Association has no power or authority either to fix or to maintain rates, and that all of the companies whose agents are members of said association have power independently to fix and maintain rates and to change them at any time they see fit.

"Unquestionably the fixing of a rate by one line between competitive points would have the immediate effect of causing other companies either to adopt the same or a lower rate, or lose the trade between such competitive points, and this fact has undoubtedly produced a uniformity of rate in many instances; but, so far as the court has been able to ascertain, this uniformity of rate is not and has not been the result of any preconceived design to prevent competition.

"But assuming that the allegations respecting such unlawful conspiracy and combination between the plaintiff and other competing roads were established, the defendant is not, in my opinion, in a position to assert any such defense.

"The principle, as a defense that the plaintiff does not come into court with clean hands, does not and never was intended to apply to all the transactions of a party seeking the aid of a court of equity.

"The principle has its limitations, and must be confined to misconduct in regard to the matter in litigation, so that it has in some measure affected the equitable relations subsisting between the parties and arising out of the transaction.

"If this were an action between railroad companies for a division of the proceeds arising out of a pooling arrangement made to prevent competition in rates, the defense alleged would be applicable.

"The relief sought in this case is to prevent the defendant from causing purchasers of the tickets of plaintiff to violate the contract obligations of said tickets with the railroad company. As between the railroad company and the purchasers the tickets constitute a valid contract. The railroad company is bound to carry all passengers purchasing such tickets and passengers holding such tickets are obligated to observe their terms."

This family medicine will tone up the body, make plenty of rich, red blood, improve the appetite and absolutely cure **Sick Headache, Sour Stomach, Indigestion, Dyspepsia, and Malaria, Fever and Ague.**

Be sure to try it.

GOULD PLEASED WITH MISSOURI PACIFIC

Statement to Stockholders Shows That System Is in a Flourishing Condition.

MANY MILES OF EXTENSION.

Comprehensive Plan Made to Meet the Necessity for the Development of the Iron Mountain.

Following is the substance of the annual address of George J. Gould, president of the Missouri Pacific Railway Company, which with the twenty-second annual report, will be submitted to the stockholders to-day:

Actual mileage operated ..... 5,635.56 miles
Average during year ..... 5,603.46 miles

RESULTS OF THE OPERATION FOR 1902.

Gross earnings		$37,495,687.82
Operating expenses		25,043,190.81
Net earnings		$12,452,495.51
Less:		
Taxes	$1,122,373.90	
Sundry charges	564,967.97	1,687,341.87
Net interest after deducting taxes		$10,765,154.64
Interest investments, etc.		2,422,119.33
Net income		$13,190,294.39
Interest on bonds and rentals		6,645,582.02
Surplus of income for the year		$6,544,612.37
From this surplus dividends were declared as follows		3,855,119.60
Surplus		$2,689,512.21

OUT OF THIS SURPLUS THE FOLLOWING APPROPRIATIONS HAVE BEEN MADE:

For additional property acquired and improvements	$1,615,871.35
For improvement funds to pay in part for improvements to road and equipment planned for 1903	1,000,000.00

Since January 1 the net income has been further increased by $1,113,850.00, being 5 per cent interest on the Texas and Pacific second mortgage bonds, owned by the St. Louis, Iron Mountain and Southern Railway Company, and this amount, although applicable to the business of 1902, will be taken into the income account for 1903.

Interest, dividends from investments and income from sources other than operation amounted to $2,423,128.36, or 36.4 per cent of the amount required to pay interest on bonds and rental charges, so that only 11.3 per cent of the gross earnings from operation, or 37.4 per cent of the net operating income, was called upon to meet the fixed interest and rental charges of the system. The gross earnings per operated mile were $6,679. The net operating income per mile were $2,349. The amount called upon to meet fixed interest and rental charges (after applying other income) amounted to $752 per mile.

During the last year the large amount of reconstruction work and the exceptionally cold weather during much of the winter occasioned serious obstructions to and congestion of traffic, which, together with a disastrous fire in 1901, depriving the Iron Mountain road of the use of its main shops at Baring Cross during a considerable portion of the year 1902, as well as other adverse conditions which were encountered, militated against economical operation.

Increased cost of transportation during the progress of reconstruction work, planned to secure efficiency of operation, is an incident which must be faced before the ultimate economies become effective. A large amount of improvement work will be finished during 1903. A complete, extensive, modern shop plant is in operation at Baring Cross.

The average train load during the year 1902 increased 25.5 tons per train over the year 1901.

RIVER AND GULF DIVISION.

The necessity for the development and expansion of the Iron Mountain system to meet the present large volume of traffic, which severely taxes the existing facilities, and to provide for the requirements of the tributary country, has made necessary a comprehensive plan to meet the capital requirements therefor.

This has been accomplished by the authorization of a new issue of bonds to be secured by a first mortgage on the property to be acquired with the proceeds of the bonds, to be known as the river and gulf division first mortgage.

The total amount of bonds authorized to be issued under the mortgage is $50,000,000, of which $20,000,000 have been appropriated and sold for the following purposes:

1. To purchase additional terminal properties in St. Louis and East St. Louis.

2. To purchase a railroad now built from East St. Louis to Thebes, Ill., with a branch to the Big Muddy coal fields.

3. To extend the present Iron Mountain system from Batesville, Ark., to Cartage, Mo., and build branches in connection therewith, 254 miles.

4. To extend the Iron Mountain system along the Mississippi River Valley from West Memphis, Ark., to a connection with a low grade line of the Texas and Pacific Railway Company, at Clayton, La., 238 miles.

Careful examination has demonstrated that this additional traffic, and the operating economies to be secured as a result of the operation of the new mileage, should yield in increased net income a substantial surplus over the amount of interest charges on the $20,000,000 of bonds issued therefor.

The balance of the bonds secured by the mortgage are to be issued only under carefully restricted provisions of the mortgage, and the proceeds appropriated for building or acquiring other mileage at actual cost, not exceeding in any event $30,000 of bonds per mile of completed main line railroad, and for actual cost of additional terminals, equipment, double tracks or other property in connection with or necessary to the development of the mortgaged property.

The mortgage constitutes a first and only lien upon the mileage and other property above specified, and bonds are reserved to complete a system extending from St. Louis along the east side of the Mississippi River to the bridge now being built at Thebes, Ill., and on the west side of the river, via West Memphis, to a connection with the Texas and Pacific Railway at Clayton, La., and by means of this connection completing a valley railroad system extending from St. Louis to New Orleans, which is forty-eight miles shorter than the existing system.

Also a first and only lien upon a diagonal line from the above described valley line near West Memphis, via the White River Valley, to a connection with the Missouri Pacific system at Carthage, Mo., and by this connection completing a low-grade line from Kansas City to Memphis of about 480 miles, which is shorter than any existing line between the same points and which will have a maximum operating grade of .6 per cent, as against grades of 2 per cent by any other existing line.

By building this 254 miles a new main line of dense traffic is created between Kansas City and Memphis.

The company has acquired all of the bonds of the Memphis Union Belt Railway Company, which owns a belt line around Memphis, reaching important industries and occupying an important strategic location with valuable franchises, and which will materially add to the net earnings of the system on traffic consigned to and from Memphis.

The necessity for acquiring these bonds and of developing the property, and thus adding to the earning capacity of the system, will be emphasized by the large amount of new mileage which radiates from Memphis, and is to be covered by the river and Gulf divisions mortgage, so these bonds will be deposited with the trustee of the river and Gulf divisions mortgage as additional security therefor.

The mileage and other property acquired and to be acquired by the sale of these bonds, should add emphatically to the annual income from the operation of the Iron Mountain system.

BUSINESS CONDITIONS.

There was a heavy falling off in the movement of grain and live stock during the year, due to the almost complete failure of the corn crop of 1901.

This fact, together with obstructions to the movement of traffic already explained, resulted in a smaller surplus than was secured for the year 1901, but under these conditions the management considers the results accomplished were satisfactory.

The crops for 1902 were abundant and the prospects for a larger business in 1903 are bright.

CONCLUSION.

Attention is invited to complete reports of the vice presidents, and to the statistical statements of the general auditor, which accompany the same.

To these officers and to the other heads of departments and to employes generally, credit should be given for the satisfactory results accomplished. Respectfully submitted,

GEORGE J. GOULD, President.

IMPROVEMENTS ON THE WABASH.

Extensive Plans in Central Illinois to Be Carried Out.

The entrance of the Frisco-Rock Island interests into the Wabash's Central Illinois territory has apparently had an effect upon the latter's plans for improvement, which, taken up from time to time, have been allowed to continue dormant. According to officials of the road, this spring and summer will see a large amount of improvement in the Chicago-St. Louis line.

The thirteenth district of the middle division, Decatur to St. Louis, which includes 112.4 miles of main line, is to be gone over thoroughly. This is at present one of the most crowded divisions in the system, and much of it is to be practically rebuilt to meet the demands of increased traffic.

Estimates and details of the various portions have been prepared and officially approved, but are not yet contracted for. Engineers have been engaged for several months in their line of work and have completed the platting. It is said that a portion at least of the work will be inaugurated this spring.

E. M. Merryweather of Decatur, general roadmaster; J. K. Howard of Decatur, resident engineer, and T. M. Strain of Springfield, superintendent of the bridge and building department, were in Edwardsville yesterday on a preliminary tour of inspection.

Among the improvements authorized are the following: From Edwardsville Junction to Poag, 4.1 miles of track will be rebuilt, in order to eliminate the heavy curves; from Edwardsville Junction north to Carpenter, 6.6 miles of track is to be raised and Carpenter Hill, one of the steepest grades on the line, is to be lowered, much as Boody Hill was cut down last year. All the wooden bridges and trestles are to be torn away and replaced with concrete arch bridges. The work is all to be done in such manner as to anticipate double-tracking the division.

CHARLES M. PEPPER APPOINTED.

Special Representative on Development of Intercontinental Railways.

Washington, March 9.—Secretary Hay, having been authorized by the Pan-American Congress to appoint a special representative to carry out the recommendation of the conference that the United States take the initiative in developing intercontinental railway plans, has appointed Charles M. Pepper as such representative.

Mr. Pepper is well known as an author and newspaper writer. He was a delegate from the United States to the Pan-American Exposition held in Mexico, and is now in Cuba as Special Commissioner for the Louisiana Purchase Exposition to be held in St. Louis. He will close up that work shortly and proceed on the special mission with which he has just been charged. He will visit the capitals of the various countries and confer with the Governments on the subject.

American diplomatic and consular representatives will receive special instructions in regard to the matter. Much interest has been manifested in the project by the representatives in Washington of the Latin-American Republics and also by their Governments.

It is stated that considerable progress already has been made toward closing up the gap of the intercontinental road, and in many cases surveys made by the Engineering Commission a few years ago are being followed. Further, it is said the amount of railway construction under way in the South American countries is not generally understood in the United States, and the various Governments are anxious to show what is being done and what encouragement will be given to the investment of capital for this purpose.

SUPERINTENDENT'S OFFICE CHANGE.

E. A. Gould and W. I. Tyler Will Have Headquarters in Other Cities.

It was officially announced yesterday that the office of general superintendent of the Missouri Pacific will be transferred from St. Louis to Kansas City, Mo. The order is effective March 12.

E. A. Gould, who has been general superintendent, with offices in St. Louis, will, in pursuance with the change, depart for Kansas City in a few days.

It is also announced that the office of general superintendent of the St. Louis, Iron Mountain and Southern Railway will be transferred from St. Louis to Little Rock, Ark. The order is effective March 15. W. T. Tyler, who occupies the position, will move to Little Rock.

William Hodgesdon Promoted.

Indianapolis, Ind., March 9.—Receiver Malott of the Vandalia to-day announced the appointment of William Hodgesdon as general freight agent of the road. Mr. Hodgesdon is now general freight agent of the Cleveland, Akron and Columbus.

"ALT HEIDELBERG" AT THE GERMANIA—NEW VAUDEVILLE

The Germania Stock Company presented "Alt Heidelberg" for the second time on Sunday night, and played to the capacity of the house. The performance was successful, and, if anything, an improvement on the first production one week ago.

The chorus singing, under Herr Rautenberg's efficient baton, was much smoother and thoroughly pleased the audience. Many of those present knew the Heidelberg songs and could frequently be heard humming the fine old German melodies.

Leona Bergere repeated her success as Ham was, as usual, very happy in her de-"Kathie"; and Mrs. Victoria Welb-Markline ation of the boarding-house lady who mothers the students.

Hans Loebel had a delightful bit of character work in the part of old Kellersman, his make-up and general deportment showing great versatility. This was especially noticeable in the fourth act, when, attired in his most proper garments, with his stiffest manner, he comes to pay the young Prince a visit, after having rollicked with him two years previous at the university.

The student throng, augmented from some of the German singing verein, added no little to the evening's enjoyment, and the scenery, correct in all details, brought back pleasant memories to many persons.

"Alt Heidelberg," as presented by this company, is the only chance that St. Louis will have to see the play, as Aubrey Boucicault, who has put it on in the East this season, recently abandoned his Western tour.

* * * *

Will M. Cressy, whose playlets are so often given in vaudeville, is himself appearing in one of them at the Columbia. For his own purpose he has selected "Bill Biffin's Baby," a little pastoral of New England.

It is an episode in the life of an old bachelor. Cressy plays this character. Bill Biffin, a horse thief, who has been aided by the old chap, dies in South Africa. He leaves a 16-year-old daughter. Just before he died Biffin wrote to his friend in New Hampshire and asked him to care for the girl, whom Biffin alluded to as "his baby."

The old man took the expression literally and bought a cradle and some toys for the youngster. When the girl arrives Cressy's efforts to keep his mistake a secret result in a series of complications that amuses the audience for twenty minutes. Cressy's creation of a rugged, but honest, old Yankee is a most faithful characterization. It is one of the bits of nature that seem so simple and are in reality so difficult to portray.

Blanche Dayne, the "baby," wears a plain frock so well as to be interesting.

"The Dancing Missionary," with Terry Elmer and an assistant, is a melancholy affair which takes up valuable time. One of the performers disposes himself as a spear-throwing cannibal. He threatens to do away with the young man who poses as a missionary, but fails to keep his word, alas!

The other specialties include acts by Nesson and Nesson, hoop jugglers; Wood and Bates, minstrels; Posturing Pascatel, De Vaney and Allen, Raimund and Vack, Tim Cronin, Duryea and Kearney in "The Impostor"; C. H. Unthan, the armless musician; the Livingstons, gymnasts, and Murphy and Slater, singing and dancing darkies.

THREE SUITS TO RESTRAIN PAVING WORK ON STREETS.

It Is Claimed That Provision of Ordinance Calling for Use of Bituminous Macadam Is Void.

Three suits were filed against the city and the Board of Public Improvements yesterday to restrain the improvement of streets with bituminous macadam.

Catherine E. Gartside and Robert W. Gartside seek to restrain the improvement of Maple avenue between Hamilton and Hodiamont avenues. Robert H. Keiser is plaintiff in the second case, which seeks to restrain the improvement of Union boulevard between Forest Park and Delmar avenue.

In the third suit the Royal Investment Company is complainant. It seeks to have the improvement of Delmar avenue between King's highway and Union boulevard restrained.

The ordinances providing for the improvement are Nos. 20,941, 20,942 and 20,943. They were approved February 3 last. It is alleged that they are void as to the provision calling for the use of bituminous macadam. It is claimed that it has not been ascertained whether bituminous macadam, asphaltum or vitrified brick is the cheapest.

FURNITURE TRADE IMPROVES.

Chicago Dealer Addresses St. Louis Board on Expositions.

P. D. Francis of Chicago addressed the St. Louis Furniture Board of Trade on "Furniture Expositions: Their Benefits to the Manufacturer, to the Buyer and to the City," at the regular monthly meeting of the board at its quarters, No. 110 North Eighth street, last night.

H. J. Kentnor, chairman of the Freight Committee, reported that rates on furniture between St. Louis and Southeastern points are very favorable now. He recommended St. Louis furniture dealers taking advantage of the Southeastern market. There has been no improvement, he said, in the car and locomotive shortage.

Resolutions were adopted recommending that the State Legislature pass Senate bill No. 422, known as the bulk bill, and recommending H. N. Davis of the Smith-Davis Manufacturing Company for the City Council. A resolution of respect was adopted on the death of John H. Crane, formerly a member of the board.

Fibroid Tumors Cured.

A distressing case of Fibroid Tumor, which baffled the skill of Boston doctors. Mrs. Hayes, of Boston, Mass., in the following letter tells how she was cured, after everything else failed, by Lydia E. Pinkham's Vegetable Compound.

Mrs. Hayes' First Letter Appealing to Mrs. Pinkham for Help:

"DEAR MRS. PINKHAM:—I have been under Boston doctors' treatment for a long time without any relief. They tell me I have a fibroid tumor. I cannot sit down without great pain, and the soreness extends up my spine. I have bearing-down pains both back and front. My abdomen is swollen, and I have had flowing spells for three years. My appetite is not good. I cannot walk or be on my feet for any length of time.

"The symptoms of Fibroid Tumor given in your little book accurately describe my case, so I write to you for advice."—(Signed) Mrs. E. F. HAYES, 252 Dudley St., (Roxbury) Boston, Mass.

Note the result of Mrs. Pinkham's advice—although she advised Mrs. Hayes, of Boston, to take her medicine—which she knew would help her—her letter contained a mass of additional instructions as to treatment, all of which helped to bring about the happy result.

"DEAR MRS. PINKHAM:—Sometime ago I wrote to you describing my symptoms and asked your advice. You replied, and I followed all your directions carefully, and to-day I am a well woman.

"The use of **Lydia E. Pinkham's Vegetable Compound** entirely expelled the tumor and strengthened my whole system. I can walk miles now.

"**Lydia E. Pinkham's Vegetable Compound** is worth five dollars a drop. I advise all women who are afflicted with tumors or female trouble of any kind to give it a faithful trial."—(Signed) Mrs. E. F. HAYES, 252 Dudley St., (Roxbury) Boston, Mass.

Mountains of gold could not purchase such testimony—or take the place of the health and happiness which Lydia E. Pinkham's Vegetable Compound brought to Mrs. Hayes.

Such testimony should be accepted by all women as convincing evidence that **Lydia E. Pinkham's Vegetable Compound** stands without a peer as a remedy for all the distressing ills of women; all ovarian troubles; tumors; inflammations; ulceration, falling and displacements of the womb; backache; irregular, suppressed or painful menstruation. Surely the volume and character of the testimonial letters we are daily printing in the newspapers can leave no room for doubt.

Mrs. Hayes at her above address will gladly answer any letters which sick women may write for fuller information about her illness. Her gratitude to Mrs. Pinkham and **Lydia E. Pinkham's Vegetable Compound** is so genuine and heartfelt that she thinks no trouble is too great for her to take in return for her health and happiness.

Truly is it said that it is **Lydia E. Pinkham's Vegetable Compound** that is curing so many women, and no other medicine; don't forget this when some druggist wants to sell you something else.

$5000 FORFEIT if we cannot forthwith produce the original letters and signatures of above testimonials, which will prove their absolute genuineness.
Lydia E. Pinkham Medicine Co., Lynn, Mass.

Young's Grass Seed and Fertilizer for Lawns

OUR LAWN GRASS SEED
Should be sown early to have a beautiful green sward all summer. Quart, 25c. Pk., $1.

XX FANCY CLEANED KENTUCKY BLUE GRASS SEED
Is pure and reliable. Pound, 25c.

LAWN ENRICHER.
The best fertilizer for lawns. 5 lbs., 25c; 10 lbs., 50c; 50 lbs., $2.00.

TRY OUR STANDARD COLLECTION OF VEGETABLE SEEDS.
It contains 23 packets for $1.00. Postpaid.

OUR FAMOUS COLLECTION OF VEGETABLE SEEDS
Cannot be excelled. 13 packages for 25c. Postpaid.

Write for our catalogue. It contains everything used for gardening.

YOUNG'S, 1406 OLIVE ST. ST. LOUIS, MO.

JOHN FELD MUSIC CO. Sole Distributer, 1901 ST. LOUIS AVE., ST. LOUIS, MO.

All music authorities say **The SOHMER HARMONY CHART** should be found in every home, school or studio.

Mail orders filled upon receipt of price. Price, $1.00. For sale by all music dealers.

Keeley Cure FOR LIQUOR DRINKING, MORPHINE ALL NARCOTIC DRUG HABITS, NEURASTHENIA, TOBACCO AND CIGARETTE ADDICTIONS. DR. J. H. KLAINE, Physician and Manager. 2603 LOCUST STREET, ST. LOUIS. TELEPHONE LINDELL 186. HOME TREATMENT FOR TOBACCO AND NEURASTHENIA. **Keeley Cure**

DEPPLER TO ARRIVE TO-DAY WITH JOHN J. RYAN'S BOOKS.

United States Marshal Will Make No Payments Until All Depositors Are Heard From.

United States Marshal Morsey said yesterday that he expected O. W. Deppler back from Cincinnati to-day with the books of the John J. Ryan Company, which were removed to that city when the concern suspended payment.

As soon as they arrive the clerical force will be put to work, under the Marshal's supervision, getting the accounts of depositors in shape for the settlement in the United States bankruptcy court.

Marshal Morsey said yesterday that not one cent will be paid to depositors until he is assured that Ryan's proposition to pay 25 per cent can be accomplished.

To this end he will not mail any checks until every depositor whose name appears on the books as having a claim against Ryan is heard from.

If at that time the amount of money in the Marshal's custody is not sufficient to pay 25 per cent of every claim, he will pay none, but make a statement of the situation to Judge Adams, and allow the court to dispose of the matter as it sees fit.

Many depositors have already sold or assigned their claims to speculators, and this will increase the difficulty of discovering who the bona-fide claimants are.

The Marshal says the man who presents a certificate of deposit, or a hundred of them, will be recognized as the claimant, whether the original claimant lost, sold or otherwise disposed of it.

The Marshal's daily mail is growing almost as large as that of a promoter of a "get-rich-quick" scheme. Letters come from all parts of the country, most of them containing instructions to mail a check for the 25-per-cent compromise when they agree to accept.

Officer Leaves Socialist Party.

Leon Greenbaum, for nearly two years national secretary of the Socialist party, has resigned to enter Union Labor politics. He will go on a lecture tour through Illinois under the auspices of the Central Trades and Labor Union. It is reported that several other officers of the Socialist party will follow Mr. Greenbaum's action.

TELEGRAPH NEWS BRIEFLY TOLD.

DUBLIN—C. R. Devlin, Irish Nationalist, formerly Canadian Commissioner in Ireland, has been elected without opposition to represent Galway in the House of Commons in place of Colonel Lynch, who is undergoing a sentence for treason.

OGDEN, UTAH—Southern Pacific Brakeman C. A. Malan shot and fatally wounded Pat Costello at Matlin. Costello was one of twenty-five hoboes who had been ejected from a freight train and he began shooting at the train crew. Malan returned the fire.

BOSTON—The general officers of the Woman's Christian Temperance Union, to whom was left the selection of the convention city, have settled on Cincinnati, November 13 to 18.

AUCTIONEERS.

A. A. SELKIRK & CO.,
AUCTION AND STORAGE.
Regular sale every Saturday at warehouse and general offices, 1365-10-12 Chouteau ave. Sales in residences a specialty. Phone Kinloch C 147.

WESTERN SALVAGE WRECKING AGENCY.
714 and 716 Washington ave., handlers of Fire and Marine Salvage. Watch for special notices.
SAMUEL GANS, Manager.

AMUSEMENTS.

WED. MAT. 25c AND 50c — **CENTURY—TO-NIGHT** Messrs. Nixon & Zimmerman Present MARGUERITA SYLVA In Geo. W. Lederer's Musical Play, THE STROLLERS. Under Personal Direction of W. D. Mann. REGULAR MAT. SATURDAY.
NEXT MONDAY—Reserved Seats Thursday. KIRKE LA SHELLE PRESENTS **CHECKERS** Dramatized by Henry M. Blossom, Jr., from his own delightful story.

OLYMPIC—Wed. and Sat. Mats. KLAW & ERLANGER PRESENT GUS ROGERS MAX in John J. McNally's Latest Vaudeville Farce, "The Rogers Bros. in Harvard." Music by Maurice Levi. Lyrics by J. Cheever Goodwin and Ed Gardner. Prices, 50c to $1.50. Curtain at 8:15 and 2.
NEXT MONDAY—Seat Sale Thursday **MRS. LANGTRY** And her entire London Company, presenting a modern society play, THE CROSSWAYS

COLUMBIA ALL THIS WEEK AND NEXT SUNDAY. Cressy and Dayne. C. H. Unthan. Duryea and Kearney. Z—Livingstons—3. Raimund and Vack. DeVaney and Allen. The Kinodrome. Woods and Bates. Terry and Elmer Co. Tim Cronin. Murphy and Slater. Posturing Pascatel. Nesson and Nesson. Smythe and Smythe. 15—30—40c. All Orchestra chairs reserved, 75c.

GRAND MATINEES WED. AND SAT. GOOD SEATS, 25 CENTS. Night Prices, 15c, 25c, 35c, 50c, 75c. Fred E. Wright's Beautiful Production, "YORK STATE FOLKS" Biggest Hit in the Dramatic World.

HAVLIN'S *The Popular Theater of the city; the house for ladies and children.* 25-Cent Matinees Tuesday, Thursday, Saturday. Night Prices—15c, 25c, 35c, 50c—No Higher. 25c Matinee To-Day at 2 **A RAGGED HERO** Thrilling Bob-Sled Railroad Scene. Sun. Mat. Next—"ALASKA"—Realistic.

IMPERIAL TO-NIGHT. 15c, 25c, 35c, 50c. 25c MAT. TO-DAY **THE LITTLE MOTHER.** Next, "The Little Church Around the Corner."

STANDARD THIS WEEK. The Home of Folly—Two Frolics Daily. PHIL SHERIDAN'S BIG CITY SPORTS CO. Next Attraction—Knickerbocker Burlesquers.

ODEON Tuesday, March 10, 1903, 8 p. m. ST. LOUIS SCHOOL OF OPERA. "CHIMES OF NORMANDY" Perfect Cast. Excellent Chorus. Seats at Bollman's. Prices $1, 75c, 50c. Box seats, $1.50.

ODEON THURSDAY EVENING, MARCH 12, 8:30. OTTILIE JULIETTE **SONDHEIM** Recital of compositions for TWO PIANOS. Seats now at Bollman's, 1120 Olive street.

THE ZOO MAMMOTH WILD BEAST COLLECTION 1 to 10:30 p. m. Admission 10c 33d and Olive Streets

$21.00 to NEW YORK, STOP-OVER AT WASHINGTON. **B.&O.S-W.** TRAINS LEAVE: 9:00 a. m., 9:06 p. m., 2:05 a. m. TICKET OFFICES, Olive and Sixth and Union Station.

Do You Ever stop to consider the present efficiency of the TELEGRAPH SERVICE compared with what it was before the "POSTAL" entered the field?

WILLIAM F. HOMES, President. H. J. DIEKNEITE, Secretary. ESTABLISHED IN 1868. MISSOURI STATE MUTUAL FIRE AND MARINE INSURANCE COMPANY. Office, No. 717 Chestnut st., St. Louis, Mo. Tel. Bell Main 2714A. 7604 Kinloch A 1483. Policies are written on either stock or mutual plan. DIRECTORS: Henry C. Haarstick, J. B. C. Lucas, M. R. Orthwein, D. D. Walker, Augustus Nedderhut, Jas. W. Reid, Wm. F. Homes.

LADIES! $500 REWARD For a case of obstinate suppression, any cause in pathology, my monthly regulator fails to relieve; safe, harmless; mail; how long suppressed. DR. JACKSON R. CO., 140 Dearborn St., Chicago.

ATTENTION! TAXPAYERS!

Office Assessment of the Revenue, City Hall, Market and Twelfth Streets, Rooms 114, 115 and 117.
St. Louis, Mo., March 9th, 1903.

The assessment books for the taxes of the year 1903, are now complete and are open for inspection.

Taxpayers are requested to call at this office and examine their assessments. The Board of Equalization will meet in this office on Monday, the sixteenth day of March, 1903, and will remain in session four (4) weeks, if the business before it requires it, and no longer. All appeals against assessments must be made in writing and sworn to.

Blank forms can be procured at this office.

JOHN J. O'BRIEN, President Board of Assessors.

Pile and Fistula Cure. Sample treatment Red Cross Pile and Fistula Cure, and book explaining each variety of piles, sent free. Rea Co., Dept. R.D., Minneapolis, Minn.

Manila Cigars. Imported direct from the Philippines, the first shown in St. Louis. Something Novel in a "Smoke." *Special Price, 5c* 6 for 25c. Box of 50, $2. **JUDGE & DOLPH'S** NEW DRUG STORE, 515 Olive Street.