

WILL CONSOLIDATE WABASH LINES.

Gould Wants System From Mississippi River to Baltimore Under One Control.

PLAN IS BEING FORMULATED.

Will Centralize Roads East of Pittsburg as Soon as Financial Situation Improves and Plans Are Perfect.

Plans are being formulated by the executive, financial and legal heads of the Wabash for a consolidation of all the lines of the systems east of the Mississippi River.

As an experiment, and as soon as the conditions warrant, and the plans can be perfected, all of the Wabash, or Gould lines east of Pittsburg will be consolidated into one system, and under one set of general officers.

If this proves a success all of the remaining lines west of Pittsburg and east of the Mississippi River will be added to this system and a general centralization of all departments will ensue.

The consolidation of the lines in West Virginia and Maryland and Pennsylvania will not take place for some time to come, though the legal and executive officials of the road are at work on the scheme.

It is stated that President Ramsey and General Counsel Woodcock of the Wabash are in the East now for the purpose of consulting with Mr. Gould in regard to the unification of the roads in the States mentioned.

The change will undoubtedly be deferred until the financial conditions are more propitious, as at present it would be practically impossible to meet several securities of any sort except at a severe loss.

It is stated that it is the intention as far as the financial plans for the Wabash are concerned to issue a blanket mortgage covering all the lines east of Pittsburg and retaining thereby all of the securities issued by these lines individually as soon as practicable.

It is also stated that as soon as the consolidation can be effected the expenses of the roads will be considerably reduced by the various lines being merged into one general office for all lines concerned.

That the plans for consolidation are well advanced is understood, but that the officials of the Wabash have for some time been working on these plans as soon as the financial conditions will allow, is also understood.

It has long been known that Gould is anxious to effect a consolidation of his lines, but has been prevented by the financial situation and other adverse conditions. At the same time he has had a definite understanding with his officials that no time should be lost in effecting the consolidation as soon as it was feasible.

and according to the officials of the line have been steadily at work preparing the details of the consolidation which is carried out according to Mr. Gould's plans, with the one management all of the lines from Baltimore to Pittsburg and from Pittsburg to St. Louis.

PASSENGER OFFICIALS TO CONFER.

Will Hold Two Meetings and Visit World's Fair.

The following general passenger agents of the St. Louis lines have signified their intention of attending the meetings called for to-day by President Ramsey and Charles S. Francis, general manager of the Terminal Association and Charles S. Francis, general manager of the local passenger association: A. H. Hanson, Illinois Central; L. J. Irwin, Henderson Route; Warren J. Lynch, Big Four; G. J. Charlton, C. & O.; P. O. McCarty, B. & O. S.W.; C. D. Whitney, general traffic manager, Clover Leaf; H. H. Hilton, Etsco; E. A. Williams, C. P. & St. L.; H. C. Townsend, Missouri Pacific; C. S. Crane, Wabash.

The meeting called by the Terminal Association will be held at Union Station at 9 o'clock this morning, at which the facilities required to handle the many visitors to the Fair will be discussed and the need for additional room for the ticket offices at Union Station will be presented.

Methey will submit the plans carried out by the Terminal Association for the additional room, for ticket offices and other conveniences connected with the passenger department at the time of the Fair.

It is expected that this meeting will be finished at 11 a. m., when an adjournment will be taken to the offices of the Southern Railway Passenger Bureau, in the Missouri Trust Building, where the business for which Mr. Crane issued the call will come up for action.

Among the matters to be submitted at this meeting will be the necessity of buying a joint ticket office at the World's Fair, the establishment of a railroad ticket office at the fair grounds, and the Vice President of the Fair and the members of the Transportation Committee, and an informal conference will be held in the evening. President Francis will entertain the railway officials at the St. Louis Club.

AGREEMENT IN SIGHT.

Terminal and Business Men's League Committees Have Conference.

Further discussion of the St. Louis bill of lading and other matters urged for action by the Terminal Facilities Committee of the Business Men's League occupied the attention of the Executive Committee of the Terminal Association and members of the Business Men's League committee yesterday.

President McChesney stated that another meeting of the Executive Committee would be held soon, and it may be necessary to call a meeting of the Terminal directors again to pass upon the questions at issue. He also stated that he had not had an opportunity as yet to meet with the traffic officers of the St. Louis lines to pass upon the St. Louis bill of lading, but would do it within the next few days.

It is stated that the Terminal Association and the Business Men's League have

CONCERTED RATE INCREASE.

Eastern Trunk Lines Said to Be Planning Large Advance.

New York, Sept. 29.—Reports have been extensively circulated of late that a concerted movement, taking in all the large railroad systems of the country, is under way to bring about an advance in freight rates on January 1. The Eastern trunk lines, it is said, are planning an increase equal to about 10 per cent.

When the matter was called to the attention of one of the best informed trunk line officers at this port, he declared it to be a "hoax."

"There will be the usual end-of-the-year cleaning up of commodity rates—rates on raw materials, those for short distances to manufacturers and others," he said, "but it is ridiculous to talk about any general 10 per cent advance."

However, it has been learned that the trunk line managers are considering the adjustment of important rates, and a joint conference of New York-Albany River lines has been called to meet in New York October 8.

GENERAL BAGGAGE AGENTS MEET.

Devised Plans for Handling World's Fair Luggage.

General baggage agents of the Terminal Association met at Union Station yesterday morning to discuss the arrangements to be provided for handling the large amount of luggage which will be brought to St. Louis by World's Fair visitors, as well as to devise plans by which the heavy movement can be best dealt with.

E. R. Bentley, general baggage agent of the Vandavia, presided. Those present were P. H. Ellis, Burlington; J. G. Short, Illinois Central; J. B. Calkins, Big Four; W. M. Dyer, Erie; W. P. Hines, B. & O.; W. F. Robinson, B. & O. S.W.; H. Ruben, C. & A.; R. H. Overholser, Wabash; G. H. Lower, M. & K.; E. N. V. Higbam, Missouri Pacific; W. M. Steele, Terminal Association.

It was stated that the meeting will be continued to-day, when a definite plan will be decided upon and reported to the meeting of the general passenger agents which will be held to-day for their approval.

May Elect Johnson President.

REPUBLIC SPECIAL.

New York, Sept. 29.—Unless some unexpected change is made in the plans of the Pennsylvania Railroad interests, the Norfolk and Western, L. E. Johnson, now vice president and general manager of the Norfolk road, will be elected president of the Norfolk and Western railroad to-morrow.

In railroad circles, Mr. Johnson is regarded as one of the most efficient operating officials in the country.

It is probable that A. C. Cassell, now general superintendent of the Norfolk, will succeed Mr. Johnson as vice president and general manager.

Another Pennsylvania Rumor.

REPUBLIC SPECIAL.

New York, Sept. 29.—A story widely circulated in Wall Street to-day was to the effect that A. J. Cassatt, president of the Pennsylvania Railroad system, was to announce his resignation soon, and this was to be followed by a radical change in the control of that vast property.

The rumor explained that the Standard Oil and Gould syndicates had obtained the control of the system, and as a result Mr. Cassatt and some of his friends would resign.

Embargo on Grain Shipments.

The following car service order was issued yesterday by W. W. Gray, general freight agent of the Burlington lines in Missouri to H. R. Todd, general agent:

"Owing to congested condition at Kansas City, St. Louis and East St. Louis, we call a meeting of the traffic officers of the East St. Louis, or to points beyond via Kansas City, St. Louis and East St. Louis, except it will be proper to take the grain when it can be loaded in foreign cars which properly route home via the embargoed gateways. Promptly notify all concerned."

Another Milwaukee Visit.

REPUBLIC SPECIAL.

Milwaukee, Wis., Sept. 29.—The officials of the Wabash Railroad are soon to repeat their recent trip to Milwaukee and other Western points. It is possible that George Gould will be with the party, but it is certain that A. C. Bird, traffic manager, will be one of the group.

The most important business of the trip is to settle the controversy between the Harriman and Keene interests, to steady the market.

Cap Given to Biomeyer.

REPUBLIC SPECIAL.

Cape Girardeau, Mo., Sept. 29.—The employees of the traffic department of the Frisco system here to-day presented C. P. Biomeyer, the routing general freight and passenger agent, a handsome loving cup appropriately inscribed. It is rumored that W. R. Power, at one time general freight and passenger agent here, St. Louis and Gulf, will succeed Mr. Biomeyer.

Better Offer Desired.

REPUBLIC SPECIAL.

New York, Sept. 29.—Second protective committee on the conditions in the Mexican Central was formed to-day at the office of the Traffic Department.

STEAMBOATS.

LOWER MISSISSIPPI.

St. Louis, Chester, Cape Girardeau Line.

STR. CHESTER

Leaves Tuesday, Thursday and Saturday at 4 p. m. from wharf at foot of Locust st. for Cape Girardeau and intermediate landings.

Phone Main 242. D. 302 Main 484 and A. 12.

"COLUMBIA PACKET COMPANY."

Fast freight and passenger service.

THE ONLY REGULAR ST. GENEVIEVE, CHESTER AND ST. MARY'S PACKET.

Steamer Columbia leaves Tuesday, Thursday and Saturday, 10 a. m. from wharf at foot of Pine st.

HUNTER BEN JENKINS, General Agent. Phone Main A 185.

LEE LINE STEAMERS.

\$7 TO MEMPHIS.

AND RETURN.

(Including One Way, Meals and Berth.)

For Chester, Grand Tower, Cape Girardeau, Cairo, Memphis, Paducah, Paducah, Louisville, Vicksburg and all way landings; also Arkansas River and Missouri River to St. Louis.

STR. STACKER LEE, Wednesday, 9:15 a. m. STR. REFS LEE, Thursday, 10:15 a. m. STR. GEORGIA LEE, Saturday, Oct. 2, 5 p. m.

For wharf at foot of Olive st. Phone Main 1024. Kinloch A 26.

W. E. ALBITE, Com. Agt. D. M. COMERS, Gen. Agt.

\$7 TO MEMPHIS.

AND RETURN.

(Including Meals and Berth.)

Delightful week's outing on the beautiful side-wheel steamer.

LOTUS SIMS.

Leaves Wednesday, September 30, at 5 p. m.

From Diamond to wharf at foot of Washington avenue. For Memphis and all way landings. Phone Main 2424. Freight received daily.

Eagle Packet Co.

STR. GREY EAGLE.

For Cape Girardeau, Commerce and intermediate points every Monday and Friday, 5 p. m. ILLINOIS RIVER.

STEAMER BALD EAGLE.

For Peoria and all way landings, Wednesday and Saturday, 4 p. m. from wharf at foot of Vine st.

J. W. LEVINE, Agent. Phone Main 242. Kinloch 1244.

UPPER MISSISSIPPI.

DIAMOND JO LINE STEAMERS

For Hamburg, Moberly, Clarksville, Louisville, Hannibal, Quincy, Paducah, Burlington, Muscatine, Davenport and Rock Island.

STEAMER SIDNEY.

Leaves Tuesday, Sept. 29, at 4 p. m. From wharf at foot of Olive st. Phone Main 2424. L. P. LUSH, Gen. Agt.

ST. LOUIS & CALHOUN PACKET CO.

Leaves wharf at foot of Locust st. Hamburg, Quincy, Paducah, Burlington, Moberly and all Calhoun County landings. Phone Main 2424. J. H. STAN, Agent.



Your Clothing Needs.

We've considered them from every standpoint--we've prepared for them as only a great store like this can do--the result is a stock of Clothing for Men, Youths and Boys of unprecedented size and variety, and an array of values so attractive that you'll easily understand why this store is already doing the clothing business of the New St. Louis.

Men's Fall Suits.

In this great stock of Suits from \$6 to \$35 there is no line containing greater values than that at \$14.75. In it there are fine All-Wool Black Thibets and Chevots, fancy Worsteds and Scotches, in the newest and best patterns for Fall--single and double breasted suits, lined with pure wool serge, sewed with silk, absolutely correct in fashion and making, and unqualifiedly the best values cash buying command. We could get more money for them easily, but we aim to give our patrons such exceptional bargains all the time that this store will become their permanent trading place--you can have your pick of thousands at \$14.75

Young Men's Suits.

Tailored in accordance with the young men's ideas as to style and finish--suits with the athletic cut--broad-shouldered--trousers wide-hipped and small at bottom--shown here in Black Thibets, Blue Serges, fancy Worsteds and Scotches, in single and double breasted styles, lined with pure wool serge and excellently tailored in every detail-- \$11.50

Knee Pants Suits.

To-morrow when you come ask for our Boys' Suits at \$3.75--one of the best offerings of our great Boys' Department--made up of Serges, Unfinished Worsteds and fancy Mixtures, pure wool goods, with good Italian linings; pants with taped seams, patent waistband and patent buttons, in Norfolk, \$3.75

The MODEL

"Your Money's Worth or Money Back." 7th and Washington.

OUR PATTERN DEPARTMENT.

All Patterns--TEN CENTS EACH--All Patterns.

Girls' Dress With Fancy Collar, No. 9101--Pale gray albatross is used for this stylish little dress with bright red taffeta and velvet for trimming.

The waist is made over a fitted body lining that closes in the center back and has a modish dip in front. The waist is full at the neck in back and blouses well at the belt.

The fullness in front is distributed across the shoulders and in the neck. The sleeves, which are fitted at the top by from shoulder to elbow and wide at the lower edge, where the fullness is arranged in wristbands.

A plain collar completes the neck. The large sleeves are shirred at the top by form a tight cap. The full puffs below are gathered at the lower edge and arranged on narrow lace wristbands, drooping well all around.

The bolero of embroidered silk is made separately under a small bow. Soft silks, satins, velvets, crepe de Chine, albatross and voile are appropriate fabrics for garments in this mode, with lace, embroidery, velvet or fancy braiding for the bolero.

These gowns in the medium size will require eight and one-half yards of material thirty-six inches wide, with one yard quarter yard for the bolero. The pattern, No. 9087, is cut in sizes for a 32, 36 and 40 inch bust measure.

2101--GIRLS' DRESS WITH FANCY COLLAR. 8, 10 and 12 years.

A collar of unique shaping forms a shallow yoke in the back, extends over the sleeves in a becoming manner, and has a long tab in front that fastens with a fancy button to the belt. It is included in the neck seam with a shallow collar.

The straight, full skirt is gathered at the top and attached to the body, closing in the back. Three narrow bands of ribbon finish the hem.

Dresses in this style are made of soft fabrics, such as chamois, cashmere or Henrietta, and are effectively trimmed with contrasting material. If the collar is made of the same fabric as the frock, it should be edged with braid or velvet ribbon and have fancy buttons on the shoulder tabs as well as the front ones.

To make the dress for a girl of 8 years will require three yards of material thirty-six inches wide, with three-quarters yard for the collar. The pattern, No. 9101, is cut in sizes for girls of 8, 10 and 12 years.

Ladies' Empire Gown, No. 9087--For home wear Empire gowns are always attractive and have an entirely different appearance from anything that is worn in the street. It is probably due to this fact that short-waisted wrappers with long, clinging skirts are so popular.

The garment is developed in pale blue China silk, an expensive fabric that is particularly appropriate for this purpose. The short body portion is gathered at the top.

9087--LADIES' EMPIRE GOWN. 32, 36 and 40 in. bust.

BE SURE AND FILL IN YOUR CORRECT POST OFFICE ADDRESS.

THE REPUBLIC'S ORDER BLANK FOR ANY PATTERNS AND SIZES NAMED ABOVE.

Send 10 cents (one silver dime) to The Republic Pattern Department, Republic Building, for EACH pattern ordered, and inclose this blank, properly filled out with your name, address and bust measure or age for each pattern ordered.

9101, Girls' Dress, Price 10 cents--Age 8, 10 and 12 years

9087, Ladies' Empire Gown, Price 10 cents. Bust measure inches

NAME

POST OFFICE

STREET AND NO.

STATE

The meeting held in the office of J. H. Warner, General B. F. Tracy and the representatives of a number of trust companies and banks are on the committee, which seeks to get a better offer than that put forth by Ladsburg, Thulman & Co. for the conversion of the bonds.

Southern Pacific Election.

It is stated that the directors of the Southern Pacific will meet at Bechmont, Ky., week after next, and that John D. Rockefeller, operating through his brother, settled the controversy between the Harriman and Keene interests, to steady the market.

Mrs. French Seeks Divorce.

Missie French alleged in her suit for divorce filed in the Circuit Court yesterday that her husband, Harry, deserted her two days after their marriage, January 17, 1884. He left her with no money or means of support, she states.

Sues Railroad for \$10,000.

Waco, Tex., Sept. 29.—R. P. Cook has filed suit against the International and Great Northern Railroad for \$10,000 damages alleged to have been sustained here by the destruction of the company at Mart, this (McClellan) county.

Governor Sparks at Georgetown.

Georgetown, Tex., Sept. 29.—Governor John Sparks of Nevada arrived here last night, and will spend a few days here on business and pleasure, this being his former home.

RIVER NEWS.

Rise and Fall of the Rivers

Table with columns for Station, Time, and River level. Includes entries for St. Louis, Pittsburg, Parkersburg, Louisville, Cincinnati, etc.

River Forecast.

The Mississippi will continue to rise from Hannibal to the mouth of the Missouri; at St. Louis it will change but slightly within the next 24 hours. The Missouri will continue to fall for several days.

River and Business.

Huller gauges yesterday marked 17.2 feet; indicating a rise of 2 of a foot in 24 hours. The level of the Leeve yesterday was 5.7. Weather, fair.

To-Day's Weather.

Showers and warmer.

Arrived.

Sidney, Baltimore, Memphis, Louisville, Hannibal, Quincy, Paducah, Burlington, Muscatine, Davenport and Rock Island.

Departed.

Burlington, Chester, Cape Girardeau, Commerce, Hannibal, Quincy, Paducah, Burlington, Muscatine, Davenport and Rock Island.

Departures To-Day.

Stacker Lee, Memphis, Louisville, Hannibal, Quincy, Paducah, Burlington, Muscatine, Davenport and Rock Island.

River Rialto Brevities.

Captain H. W. Brotski returned yesterday from Hannibal, where he has been supervising the rebuilding of the excursion steamer Carondelet.

Repairs are being made on the Rees Lee at Carondelet and she will depart for Memphis to-morrow afternoon if they are completed.

Zollie Block, former second clerk of the Columbia, has accepted a position with the J. M. Anderson Grocery Company, an assistant shipping clerk.

The Steamer Lee arrived yesterday from Memphis. She did not depart on the return yesterday afternoon. She will go out today.

The Columbia departed for Chester and St. Mary's yesterday afternoon with a heavy passenger trip and a large freight.

Michael Conroy, the veteran night watchman at the Lee Line wharf, returned to his duties yesterday after an illness of two weeks.

The Lotus Sins is due early this morning from Memphis and departs on the return in the afternoon.

The Columbia will lay over next Thursday night until after the Valedictory parade.

The Belle of Calhoun came in yesterday morning from Calhoun County. She will depart on the return in the afternoon.

The Sidney arrived yesterday morning from Memphis and departed on the return in the afternoon.

The Chester departed for Cape Girardeau yesterday afternoon with a good trip.

The Bald Eagle came in from Peoria in the morning and goes out on the return this afternoon.

Colonel Hunter Ben Jenkins, general agent of the Columbia line, is preparing to handle a large number of excursionists during Fall Week.

By Telegraph.

Warax, Ill., Sept. 29.—Gauge reads 14.3, a rise of .5 in the last 24 hours. Cloudy and cool. Weather uncertain with a good trip.

Cairo, Ill., Sept. 29.—River gauge reads 18, showing a fall of .1 during the last 24 hours.

The Herman J. Adams arrived from the lower Mississippi at 12 p. m. with 2 barges of logs. The Fred Hartweg departed for the lower Mississippi at 12 p. m. with the Dick Fowler on a route to St. Louis.

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Vicksburg, Miss., Sept. 29.—The gauge to-night shows 18 feet and falling. The Natchez is in from New Orleans. The Elk cleared for Davis Bend at 1 p. m. The American departed for Cairo at 2 p. m. and the Rees Pritchard for Yazoo at 5 p. m. Weather fair and warm.

Grand Tower, Ill., Sept. 29.—Stacker Lee up at 10 o'clock last night. General Abbott up at 11 o'clock last night. Grey Eagle down at 12:30 a. m. The gauge reads 16.9 feet and rising.

Peoria, Ill., Sept. 29.—River 4.5 feet and stationary; cloudy and warmer. The towboat Racket and several loaded barges are arranged a mile above town, and all attempts to pull them up have failed because of low water. The Evansville and Paducah companies are now running but no boat has reached Peoria.

New Orleans, La., Sept. 29.—Weather partly cloudy; warm.

Paducah, Ky., Sept. 29.—River 2.5 feet; falling. Clear; pleasant.

Wheeling, W. Va., Sept. 29.—River 2 feet 3 inches; falling. Clear; cool.

Cincinnati, O., Sept. 29.—River stationary; 5.5 feet. Clear; warm.

Louisville, Ky., Sept. 29.—River falling; 1.3 in canal; 1.6 on falls; 5.4 below locks. Clear; warm.

Paducah, Ky., Sept. 29.—The gauge reads 1.5 feet and rising. Grey Eagle down 1 last night. Weather cloudy and warm. It is expected there will be a steady decline. The Helen Blair was in to-day with a large number of passengers and it was expected to be a good trip.

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Crytal City, Mo., Sept. 29.—The gauge reads 11.1 feet and rising. Grey Eagle down 1 last night. Weather cloudy and warm. It is expected there will be a steady decline. The Helen Blair was in to-day with a large number of passengers and it was expected to be a good trip.

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