ASK SEPARATION OF CITY BOARDS

Joint Medical Councils Seek Division of City Institutions and Health Department — Five Societies Interested.

When the City Council meets next October, it is very probable that the Joint Medical Council, composed of members of all the medical societies in the city, will ask for a law whereby the Health Department and City Hospital and other institutions be placed under separate departments.

A committee of this joint council, according to Doctor John Green Jr., secretary, is working in conjunction with the Civic Improvement League in an effort to have radical changes made in this line.

According to the doctors of the city, the work in the Health Department is enough for the Health Commissioner and it is stated that he should not have jurisdiction over the City Hospital, Female Hospital, Insane Asylum and other city institutions.

Their idea is to have trustees named, as in the School Board, which would do away with the present charter and place the charge in the hands of a medical staff, appointed from the various societies.

At present, a committee of five, selected from the ten societies of the city, are working on plans and will have them in shape to present them to the City Council, when it meets in October.

The Council is composed of the following societies, with their representatives: St. Louis Medical Society, five; Medical Society of the City Hospital Alumni, three; Electric Medical Society of St. Louis, St. Louis Children's Hospital Alumni, St. Louis Hahnemann Club, St. Louis Homeopathic Medical Society, St. Louis Obstetrical and Gynecological Society, St. Louis Surgical Club, St. Louis Sugical Society and the Verein Deutscher Aerzte, one representative each.

Doctor Green Jr., in speaking of the matter, said that St. Louis is the only large city where the hospital and Health Department are under the supervision of the Health Commissioner.

The idea was first agreed upon at a meeting of medical societies held last March. Shortly after that, a bill was introduced by William A. Bloch, but was pigeonholed and no action taken upon it when the Council adjourned for the summer.

Arkansas Caslee Is Captured.

REPUBLIC SPECIAL.

Hope, Ark., July 31.—Sheriff Williams of Howard County arrived from California with D. F. Terry, former cashier of the Howard County Bank at Nashville, Ark., who is wanted for embezzlement and using insolvent bank funds. In February, 1903, he went to Mexico and later was located in California. A reward of $300 was offered. He was taken to jail at Washington.

NOTICE.

Marriage and Death Notices inserted in The Republic will be forwarded by telegraph to any one or all of the papers named below for simultaneous publication, without extra charge, if a request to do so accompanies the copy. Notices received after midnight cannot be forwarded, however until the next evening.

Chicago Rec.-Herald. Cleveland Plain Dealer. New York Times. Buffalo Courier. Phila. Public Ledger. Cincinnati Enquirer. Pittsburg Dispatch. Boston Globe. Rochester Herald. Washington Post. Minneapolis Tribune. Providence Journal. Syracuse Post-Stand. St. Paul Pioneer Press.

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DEATHS.

BARRETT—Suddenly, on Monday, July 31, 1905, at 5:30 p. m., Thomas Barrett, beloved husband of Nellie Barrett (nee Clark) and brother of Patrick Barrett and our dear father. Funeral will take place from family residence, No. 1227 South Seventh street. Due notice of time will be given.

DANIELS—Entered into rest, Monday, July 31, 1905, in his sixty-fifth year, Peter Daniels, beloved husband of Lilly Daniels (nee Smith), and dear father of Mrs. F. H. Johnson, Whitman, Nellie, Joseph and James Daniels. Due notice of funeral will be given. Fort Worth, Chicago and Manchester, England, papers please copy.

DUFFER—On Sunday, July 30, 1905, at 11:30 a. m., Mrs. L. M. Duffer, relict of the late Captain James H. Duffer and mother of Mrs. Doctor C. Robinson, Mrs. C. K. Hager, Mrs. J. C. Crothers, Mrs. F. H. Ray and J. F. and C. H. Duffer, aged 72 years. Funeral from the residence of her son-in-law, Doctor A. C. Robinson, No. 5083 Westminster place, Tuesday, August 1, at 2 p. m. Interment private.

HEZEL—On Sunday, July 30, 1905, at 1 o'clock p. m., Emma Hezel (nee Lefik), beloved wife of Frank Hezel and mother of Frank Jr., after a brief illness, aged 31 years. Funeral from residence, No. 2708 Armand street, Wednesday, August 2, at 8:30 a. m., to St. Kevin's Church, Park and Cardinal avenues, thence to SS. Peter and Paul's Cemetery. Relatives and friends invited to attend.

MEARS—July 30, 1905, at 5:30 p. m., Marian V. Mears, wife of D. H. Mears. Funeral services at residence, No. 5832 Botanical avenue, on Tuesday, August 1, at 2 p. m. Interment private.

MEYER—On Wednesday, July 12, 1905, at Homburg vor der Hoehe, Germany, after a short illness, Christian Frederick Gottlieb Meyer, aged 74 years, beloved husband of Francisca Theresa Meyer (nee Schmidt) and father of Theodore F., Gustav J., Henry J., Otto F., Adolph C. and Carl F. G. Meyer and Mrs. F. W. Sibler of Kansas City. Funeral will take place on Wednesday, August 2, at 2 p. m., from family residence, No. 2733 Keokuk street, to the Church of the Holy Cross (German Evangelical Lutheran), Miami street and Ohio avenue, and thence to the Evangelical Lutheran Cemetery, Bates street, near Gravois road.

MORIARITY—On Monday, July 31, 1905, at 5 a. m., John P. Moriarity, beloved son of the late John and Frances Moriarity and brother of William and Edward Moriarity and Mrs. James Andrews, nephew of Mrs. Mary Guiney. Funeral Wednesday, August 2, at 1:30 p. m., from Heltage's undertaking rooms, No. 907 Chouteau ave., to Annunciation Church, thence to Calvary Cemetery.

READER—Entered into rest on Monday, July 31, 1905, at 11:30 p. m., Cecelia Marguerite Reader, beloved daughter of George and Nellie Reader (nee Murphy) and dear sister of James J., Loretta, George J. and Helen Reader, after a brief illness, at the age of 4 years and 2 days. Funeral Wednesday, August 2, at 2:30 p. m., from family residence, No. 6928 N. Broadway, to Calvary Cemetery. Friends are respectfully invited.

SHERIDAN—On Monday, July 31, 1905, at 9:15 p. m., Mary A. Sheridan (nee Grotz), beloved wife of John Sheridan, mother of Leonard and Chester Sheridan and Mrs. Oscar L. Stoll (nee Sheridan), aged 33 years. Due notice of funeral, from family residence, No. 3961 Eads avenue. East St. Louis and Alton papers please copy.

VASQUEZ—On Monday, July 31, 1905, at 6 a. m., Kate Vasquez, aged 65 years, beloved wife of the late William C. Vasquez, and mother of Edgar, Tennie, Berenice and Mrs. Belle Brennan. Funeral Wednesday morning, August 2, at 9 o'clock, from family residence, No. 1928 South Ninth street, to Annunciation Church, thence to Calvary Cemetery.

WALSH—Entered into rest on Monday, July 31, 1905, at 6 p. m., Annie Walsh (nee Blennett), beloved wife of Lawrence Walsh and our dearly beloved mother. Funeral Thursday, August 3, at 9 a. m., from residence, No. 428 Montrose avenue, to St. Malachy's Church, thence to Calvary Cemetery.

WEBER—On Monday, July 31, 1905, at 6:45 p. m., our beloved infant child of Mr. and Mrs. Weber (nee Anna Murphy), age 6 months and 3 weeks. Funeral from late residence, No. 2229 Scott avenue, Tuesday, August 1, at 2:30 p. m., to Calvary Cemetery. Friends invited to attend.

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MACON COLLEGE REUNION.

Will Try to Gather Students of Antebellum School.

REPUBLIC SPECIAL.

Macon, Mo., July 31.—Doctor W. F. Allen of Callao was here to-day making preliminary arrangements for a reunion of the surviving students of the old Macon College, of which he was superintendent. There are some twenty-five or thirty survivors in various parts of the country, including former Governor Dockery.

The college abruptly terminated June 12, 1861, on which day Professor Allen dismissed his school to go down in town and fight a militiaman who had chopped down a Confederate flagpole.

The little instructor accomplished his errand and returned flushed with victory. But the act had so aroused the martial spirit of his students that they quit studying and went to war.

Doctor Allen has invited Mr. Dockery to attend the reunion and make the principal address.

GRACE VAN STUDDIFORD SINGS AT THE ALPS.

LEORA SPELLMEYER

Of St. Louis, who will play Alice Faulkner in this season's production of "Sherlock Holmes."

Grace Van Studdiford's appearance at the Alps last night attracted the largest Monday night audience of the season. A change in the programme brought the singer on nearly an hour later than was anticipated. She was applauded the moment she stepped forward, but when the prelude to her opening song, "Delight," began, not a sound was heard. The prima donna sang in excellent voice. Tone, enunciation and volume were delightfully combined.

After the spontaneous recall Miss Van Studdiford sang the beautiful old melody, "Believe Me If All Those Endearing Charms." A novelty of rendition which enhanced its sweetness was the orchestral prelude, and the harp accompaniment to the voice, played by Mme. Grey. Miss Van Studdiford then gave "Everybody's in Dreamland but You and Me." Later she sang "Cupid and I," and a new song written for her by a Cleveland composer. Her every number was enthusiastically received. Director John Lund has arranged a series of special programmes for the week.

* * * *

Miss Leora Spellmeyer, a clever St. Louis actress and singer, has been engaged to play Alice Faulkner in next season's revival of "Sherlock Holmes." Miss Spellmeyer will go to New York at once to begin rehearsals. Erroll Dunbar, who was a member of the old St. Louis McCullough Club, will be seen as Holmes.

* * * *

Emma Calve, who will make a concert tour of the United States this fall, is now at her chateau, near Areyron, France, for the summer, having sung her last in Europe for this year at the Opera Comique, Paris, last week. Mlle. Schmitt-Bernard, a pianist, who toured Germany last season, will be Calve's accompanist. Berrick Von Norden, the Swedish-American tenor, now singing in Germany, has also been engaged for the Calve tour.

Orphan Aid Society To Meet.

The regular monthly meeting of the St. Louis German Protestant Orphan Aid Society will be held this evening in room 500, Imperial building, at Tenth and Pine streets, at 8 o'clock.

Martha Dean FASHIONS

The celebrated Martha Dean fashion patterns will be furnished to readers of The Republic at 10 cents each.

These patterns will be easily recognized as correct and up to date in every particular. An important feature about them is that allowance is made for seams. They are perfect in design, conforming to all the requirements of advanced style, and yet are unusually simple and easy of execution.

Orders will be filled by mail only. Allow about four days, therefore, for delivery.

LADIES' SHIRT-WAIST FOUNDATION OR LINING.

So many and varied are the styles shown in the new shirt waists that it would almost bankrupt a pattern house, not to mention the individual, if each one were copied. Most women can do with a good foundation pattern, carry out ideas in her own way, and it is for these "individual" ideas that we are showing to-day's lining. The shape of the entire garment is correct—in cut and style—and upon it one may make any kind of a tucked, frilled or bertiffed blouse.

The pattern should be made in muslin and fitted to the figure, for a very few people are up to the "standard measure," and it is usually necessary to make a little alteration. When the pattern is once fitted, then the outside and lining should be cut accordingly, always preserving the original muslin lining for future use, as it saves any more fittings. Furthermore, after a good-fitting lining is once obtained, it may be sent to the dressmaker and all one's waists made by its measurements without the usual tedious fittings.

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RAILROADS

RIVER CAPTAINS TO IGNORE WRIT

Commanders of Local Steamboat Lines Say They Will Disregard Injunction Preventing Landing at Piasa.

Captain H. W. Leyhe of the Eagle Packet Company and Harry W. Brolaski of the World's Fair Navigation Company again announced their intention yesterday to oppose the injunction procured by the Chicago, Peoria and St. Louis Railway Company Saturday at Springfield, Ill., enjoining them from landing their boats at a certain landing at Piasa Chautauqua.

The Eagle Packet Company has one boat in the Chautauqua trade, the Spread Eagle. This steamer does not carry passengers to Chautauqua, but each day is compelled to land there to deliver freight. The World's Fair Navigation Company, operating the Corwin H. Spencer, makes daily trips to Chautauqua and carries thousands of people.

The Columbia Excursion Company runs the City of Providence to Chautauqua twice a week, Tuesday and Thursday. This steamer is also enjoined from landing, but Captain William Thorwegen stated yesterday that he would take no fight in the movement to oppose the court's order.

"We expect to answer the court summons," he said, "but will not fight the injunction writ. The City of Providence will continue landing at Piasa Chautauqua on the up and down trips, regardless of the Injunction. We can land there when we please."

Captain Henry Leyhe of the Eagle Packet Company stated yesterday that he had received instructions from his attorney to continue landing at Piasa Chautauqua. In the event the writ is enforced a legal fight will result between the railroad and the Eagle Company.

Captain Harry W. Brolaski says the Spencer will also land at Piasa Chautauqua as heretofore.

Judge Creighton of Springfield issued the injunction writ at the instance of the railroad Saturday, but, owing to Deputy Sheriff Cos Keller's late arrival at Chautauqua with the papers Sunday, he was unable to serve the steamboat officials that day. He served the papers yesterday.

In contesting the claims of the railroad the packet company officials allege that they have the right to land at Piasa Chautauqua under an old ruling of the higher court governing the landing of steamboats. They also charge that the railroad company has no clear title to the property where they land their boats.

OIL CLASSIFICATION REDUCED.

Missouri Railroad Commission Also Makes Ruling in Wabash Case.

The Missouri Railroad and Warehouse Commission held a session in its rooms in the Equitable building yesterday and took up the matter of classification of lubricating oils. All the important Missouri railroads were represented at the meeting by members of the traffic departments.

An order was issued reducing lubricating oils with a petroleum base, from the third to fourth class. The order provides that all barrels, whether wood or steel hooped, shall be carried at actual weight. The reclassification will make a difference of about 12 to 13 cents per 100 pounds.

An order was made in the complaint of shippers in Northwest Missouri against the Wabash Railroad, which was heard in St. Joseph on July 25. It claimed that the road refused to furnish cars to livestock shippers who desired to send cattle to St. Joseph; also discrimination was charged, it being alleged that the Wabash wanted to make the long haul to St. Louis and Chicago rather than to St. Joseph.

The Wabash was ordered to desist from discriminations against St. Joseph or any other market and to furnish cars promptly for all shipments regardless of places or persons.

Within the last few days the express companies in Missouri have filed with the Commission their schedule No. 16, revising rates and classifications, to take effect August 1. This schedule was considered by the Commission, which refused to approve changes contained in it increasing the rate on whisky and paper boxes.

A hearing in the reconsignment charge case will be held on Friday.

OIL AND SUGAR TRUSTS CLASH IN SOUTH MISSOURI.

Sale of Barrels to Independent Refineries Brings Retaliation in Form of High Freight Rate.

Complaint has been made to the Missouri Railroad and Warehouse Commission by the H. D. Williams Cooperage Company of Butler County against the Palmer Line Company in the same county, alleging exorbitant charges for hauling lumber over a fifteen-mile line of railroad, operated by the defendant company south of Poplar Bluff.

In the complaint it is alleged that formerly a rate of $12 per car of lumber was charged for the haul. Recently this rate was raised to $36 per car, which, it is claimed, is so high and unjust that the cooperage company is practically prohibited from getting out its lumber. The commission is asked to adjust the rate.

Behind the controversy, it is said, is bitter war between the American Sugar Refining Company and the Standard Oil. The Sugar Trust built the Palmer Line in 1899 to handle its own lumber for manufacturing barrels. Later it hauled lumber for the cooperage company, which is identified with the Oil Trust.

As long as the cooperage company manufactured barrels for no purpose than oil the two interests worked in harmony and the $12 rate was kept in effect. Recently, however, the concern branched out and undertook the manufacture of softwood barrels, which were sold to independent sugar refineries, and at this action the Sugar Trust took umbrage and decided to terminate the enterprise.

With this end in view, it is alleged, the rate was suddenly raised from $12 per car to $36 for a haul of fifteen miles. The road ends about one mile from Poplar Bluff, where it connects with the Iron Mountain. The balance of the haul into Poplar Bluff is made by the latter road, for which service it receives 25 cents per car out of the $36 rate.

The Railroad Commission yesterday ordered the complainant company to file an expense bill, showing the rates which it is obliged to pay. The Palmer Line is not chartered, and some doubt exists as to whether or not the commission has any control over it. The commissioners believe it comes under their control, holding that as it accepts and carries freight it is a common carrier in the true sense, despite the fact that no charter has been granted it.

CONFERENCE THIS WEEK TO SETTLE PASSENGER WAR

REPUBLIC SPECIAL.

Chicago, Ill., July 31.—A conference of executive railway officials will deal with the rate war against the Michigan Central by the differential railways between Chicago and New York. The conference will probably convene in New York on Wednesday.

"The conference is a certainty," said C. F. Donald, commissioner of the Central Passenger Association to-day, "although New York may not be the place nor Wednesday the time. But the conference will meet this week and endeavor to restore peace. No forecast can be made."

The participants in the conference will be Joseph Wood, second vice president of the Pennsylvania; W. H. Canniff, president of the Nickel Plate; F. A. Delano, first vice president of the Wabash; Charles M. Hays, vice president and general manager of the Grand Trunk; P. D. Cranmer, vice president of the Lake Shore, and George F. Randolph, vice president of the Baltimore and Ohio.

The Grand Trunk, which is not a member of the Central Passenger Association and which is responsible for the war, is determined to force the Michigan Central back into the standard class.

Conrad E. Spens Promoted.

Chicago, July 31.—Conrad E. Spens, associate general freight agent of the Chicago, Burlington and Quincy Railroad Company, has been appointed general freight agent of the "Q" road west of the Missouri River. He will take charge at once and will make Omaha his headquarters. Mr. Spens is probably the youngest general freight agent on a big system in this country, being not quite 30 years old.

TO OPEN VIRGINIA COAL PROPERTIES

Interests Behind Clinchfield Corporation Will Spend $20,000,000 in Building 300-Mile Railroad.

REPUBLIC SPECIAL.

New York, July 31.—Interests behind the Clinchfield Corporation have decided on plans to build a 300-mile railroad to their extensive bituminous coal lands in Virginia, an enterprise which will involve an expenditure of from $15,000,000 to $20,000,000.

In this connection they have engaged the services of Alfred Walters, formerly president of the Lehigh Valley Railroad. Mr. Walters will be made president of a holding corporation, which is to provide funds for the enterprise, and he will later become head of the road. The building operations will be carried out under his direction.

The properties of the Clinchfield Corporation embrace about 250,000 acres of coal land in Wyeth and Dickinson counties, and extending into a third county.

The company at present owns a branch line, the South and Western Railroad, which will be the nucleus of the new road. The South and Western road is about sixty-five miles in extent.

Starting from Johnson City, Tenn., whence it now runs to Spruce Pine, N. C., it will be extended for nearly 235 miles to the Clinchfield coal properties. At Johnson City it connects with the Norfolk and Western road and it will cross the Seaboard Air Line at Rutherford and the Southern Railway and the Atlantic Coast line at Spartansburg.

Engineers are now at work engaged in surveys, selecting routes and making estimates of the cost. They expect to get a grade of about one-half of 1 per cent.

Details of the holding corporation are now being worked out. It is roughly estimated that it will be called on to provide funds to the amount of $15,000,000 to $20,000,000.

The new railroad will take coal out of the first large coal lands south of the Pocahontas fields. The bituminous product will be marketed in the South and Southwest and also to the seaboard.

The Clinchfield Corporation, which has a capitalization of $2,300,000, is controlled by the Seaboard Air Line interests. It acquired, last January, control of the South and Western and also the Crane's Nest Company, owning about 112,000 acres of coal lands.

FREE TICKETS FOR STOCKHOLDERS

I. C. Offers Inducement to Those Desiring to Attend Annual Meeting.

The Illinois Central Railroad has issued a notice announcing that the annual meeting of the company will be held at Chicago on Wednesday, October 18. To permit personal attendance of stockholders the company will issue free tickets from any point on its line to Chicago to stockholders of record on September 26.

The tickets are good during four days immediately preceding the meeting and the four days following. The ticket may be secured by application to the president in Chicago. Each stockholder must apply individually, giving his name and address and the number of his certificate.

RAILROAD EARNINGS FOR JULY SHOW IMPROVEMENT.

Railroad earnings show some improvement over the earlier returns for July and for June. Total gross earnings of all railroads in the United States reporting for July to date are $15,709,427, a gain of 9 per cent over last year. This is better than for the preceding weeks or for the more complete report for June.

In the following table earnings of roads reporting for July to date and for the corresponding period in June, are compared with last year; also earnings of leading systems reporting for June and the two preceding months.

	Gross Earnings, 1905.		
July, 2 weeks	$15,709,427	Gain	$1,305,593
June, 3 weeks	18,295,738	Gain	1,191,047
June	68,223,865	Gain	4,031,199
May	57,388,322	Gain	5,448,082
April	55,196,901	Gain	3,873,856

Very little additional mileage is included this week in the classified statement for June, and the figures are only slightly altered. Chicago and Northwestern, in the granger group, has reported, and earnings show a large gain over last year. The small increase in the earnings of roads in the Central West is the noteworthy feature of the report.

Roads in other sections report a considerable gain in earnings compared with June, 1904, notably the Pacific roads, of which the Great Northern and Northern Pacific alone are now included. The figures for the month are compared below:

	Gross Earnings, June, 1905.		
Trunk, Eastern	$12,821,983	Gain	$989,691
Trunk, Western	7,158,760	Loss	22,341
Central West	8,150,157	Gain	51,148
Granger	8,726,854	Gain	927,753
Southern	10,523,721	Gain	760,427
Southwestern	9,629,808	Gain	585,497
Pacific	8,167,542	Gain	972,667
United States roads	$58,222,555	Gain	$4,063,090
Canadian	4,276,000	Gain	11,000
Mexican	1,480,088	Gain	2,152
Totals	$64,078,643	Gain	$4,076,242

Will Build to Natchez.

Jackson, Miss., July 31.—Definite assurance is given that the extension of the Mississippi Central line westward from Brookhaven will be built to Natchez as the river terminal. The citizens of Natchez have been requested to grant the necessary concessions for river inclines and other terminal facilities. At present the company does not contemplate the construction of a bridge across the Mississippi, but doubtless has plans in prospect for an extension westward from Natchez.

Railroad Notes and Changes.

B. F. Yoakum, chairman of the Executive Committee of the Frisco Railroad, arrived in St. Louis yesterday from Lake George, where he has his summer home. General Manager Sweeney of the Trinity and Brazos Valley Railroad, is in the city to confer with Mr. Yoakum.

F. G. Savage, chief clerk in the St. Louis office of the Cincinnati, Hamilton and Dayton Railroad, has been appointed traveling freight agent for that system, with headquarters in the Carleton Building. Chester A. Logan will succeed him as chief clerk.

Railroad Earnings.

New York, July 31.—Railroad earnings reported to-day:

Gulf and Ship Island—Third week July $38,149, increase $4,082; from July 1 $122,008, increase $5,992.

Cleveland, Cincinnati, Chicago and St. Louis Railroad Company for June—Gross $1,928,577, decrease $139,166; net $325,709, decrease $99,863. From January 1 to June 30—Gross $10,221,604, increase $271,302; net $2,234,928, increase $7,611.

Chesapeake and Ohio Railway Company for June—Gross $1,846,555, increase $198,829; net $713,607, increase $105,798. Fiscal year—Gross $20,724,379, increase $1,436,846; net $7,473,491, increase $959,049.

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IRVING R. ANDREWS MISSING.

Prominent Omaha Lawyer Formerly of Morrison, Ill.

REPUBLIC SPECIAL.

Omaha, Neb., July 31.—Irving R. Andrews, a prominent Omaha lawyer and politician, formerly of Morrison, Ill., has been missing since Friday evening, and his family suspect foul play. Mr. Andrews, who is part owner of a gravel and sand pit near Cedar Creek, twelve miles from Plattsmouth, left Omaha to pay the men working there Friday afternoon. Friday evening at 6:30 he shouldered his gun and strolled off for a solitary hunt. When he failed to return to the cabin at the gravel pit it was thought that he had decided to spend the night with a family named Davis, with whom he was well acquainted.

Upon his failure to appear Sunday morning, Sheriff McBride and the Chief of Police at Plattsmouth were notified. Bloodhounds and a posse of citizens searched for the missing man, but thus far no trace of him has been found.

Mrs. Andrews, who is president of the Omaha Woman's Club, in company with her 16-year-old son, Roland, and Attorney Harry C. Brome, went to Cedar Creek and assisted in the futile search. Mrs. Andrews to-day offered a reward for the recovery of the body.

Trimble Appointed Receiver.

Washington, July 31.—Judge Harvey M. Trimble of Princeton, Ill., has been appointed receiver of the Spring Valley National Bank of Spring Valley, Ill.

SCHOOLS.

THE WELTNER CONSERVATORY OF MUSIC

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Greatest Musical Institution West of the Mississippi. Established 1897.

All branches of Music, Dramatic art, Operatic art, Elocution, Modern Languages, etc., taught by an eminent faculty of forty-seven professors and lady teachers, including Mr. Frank Weltner, Piano department, Mr. Rino Dolmetsch late leading tenor of Castle Square Opera Co.), Vocal Department, Mr. Arnold Fossold, Violin department, and many other artists of equal merit.

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Fact 1. The Weltner Conservatory building (lately erected) is the largest building in St. Louis which is used exclusively as a musical college.

Fact 2. The Weltner Conservatory Recital Hall (seating capacity about 600) is the largest conservatory recital hall in St. Louis.

Fact 3. The Sixth Annual Commencement of the Weltner Conservatory consisted of seventy-two graduates of the various degrees), which was the largest graduating class of any conservatory in the history of St. Louis.

Diplomas, gold and diamond medals are awarded to graduates of the various degrees.

Applications for 100 free and partial scholarships (annually awarded to talented and deserving scholars) received from now on.

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CHARLES P. CURD, Ph. D., Principal.

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WARRANT AGAINST BARBER CHARGES SHOOTING IN BACK.

Women Questioned Regarding Serious Wounding of Watchman on Olive Street Road.

A warrant charging assault with intent to kill was yesterday issued by Justice Campbell against K. B. Brown, a St. Louis barber, who is alleged to have shot Clarke Walton, a watchman at the Columbia Hotel, No. 600 Olive Street road, when the latter attempted to protect two women from insult.

The women, who were detained after the shooting, gave the names of Laura Groves, No. 2317 La Salle street, and Helen Keller, No. 2762 Chouteau avenue. They said they were leaving Morische's Grove, about one-half a block west of the place where the shooting occurred, at 2 o'clock yesterday morning, when Brown, whom they had never seen before, and a companion, addressed them in uncomplimentary terms.

Walton and Lawrence McAvoy interfered and in the fight that followed Brown was knocked off the hotel porch to the ground. It is stated that when Walton turned to walk away immediately afterwards he was shot in the back.

Brown's companion escaped. Brown was detained by Justice Campbell until an investigation was made, after which he was sent to Clayton and locked in jail, where he refused to make a statement.

Walton was taken to a hospital on North Jefferson avenue, where his condition is said to be serious.

Teacher Resigns at Nashville, Ill.

REPUBLIC SPECIAL.

Nashville, Ill., July 31.—The resignation of Professor Will G. Everson of Noblesville, Ind., who was appointed and accepted the assistant principalship of the Nashville High School, now leaves this position open, and only one month remains until the opening of the fall session.

An Excellent Habit is to SCAN THE REAL ESTATE ADS THAT APPEAR DAILY IN THE REPUBLIC

Many a bargain appears there to-day, but gone to-morrow.

PROPOSALS for Paving Brick—Office Isthmian Canal Commission, Washington, D. C., July 6, 1905.—Sealed proposals, in triplicate, will be received at the office of the general purchasing officer Isthmian Canal Commission, Washington, D. C., until 10:30 a. m., August 4, 1905, at which time they will be opened in public, for furnishing 4,000,000 paving brick. Blanks and full information may be obtained from this office or the offices of the assistant purchasing agents, 24 State st., New York City; Custom-house, New Orleans, La.; 16 New Montgomery st., San Francisco, Cal., and Tacoma, Wash.; also from Chief Quartermaster, Department of the Lakes, U. S. A., Chicago, and the Commercial Club, Mobile, Ala. D. W. Ross, general purchasing officer.

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