A moving train usually makes enough breeze of its own to keep the passengers fairly comfortable in hot weather. It is in the station before the train starts, and when it stops at stations on the way, that artificial breeze is most grateful. That's why the electric fans in the cars of the Frisco Road to Chicago are so much appreciated. Every car has them—both day and night—and they begin running *before* you board the cars here and never stop once until after you get off the train in Chicago.

If I could only illustrate a breeze I'd be all right, but as a breeze must be felt to be appreciated, I'm up against it.

If you have an idea that suits me a round trip ticket St. Louis to Chicago is yours. Don't send me any "hot air,"—it would not be appropriate.

DEFENDS ARMY AND NAVY MEN.

Veterans Protected From Land Sharks at Uintah.

Provo, Utah, Aug. 21.—To afford protection to soldiers and sailors who acquired the right in the drawing just closed to locate homesteads on the Uintah Indian reservation, Commissioner Ricnards of the General Land Office to-day ruled that soldiers and sailors who registered by proxy are not compelled to make their filings through the agent who registered them, but that they may file for themselves or may employ another agent to file for them.

Many of the numerous agents here have represented that when they secured the power of attorney and registered the veterans, they alone could enter the land. Some of these agents even have tried to extort $50 to $100 or a half interest in the claims from the veterans who have secured the right to enter homesteads.

NOTICE.

Marriage and Death Notices inserted in The Republic will be delivered 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.

Eberle & Kayes Undertaking Co.
1109 ST. ANGE AVE.
Bell, N 28. Kinloch, C 788.

Mississippi Valley Trust Company
HIGH-GRADE INVESTMENT SECURITIES BOUGHT AND SOLD.
BOND LIST ON APPLICATION.

DEATHS.

BAXTER—Entered into rest on Monday, August 21, 1905, at 3:30 p. m., suddenly, Ormelius W. Baxter, beloved husband of Alice M. Baxter (nee Farley), beloved son of Zack and Emma Baxter (nee Hill) and dear brother of Guy and Logan Baxter and Mrs. Ada Canton and Mrs. Mabel Barnes.

Funeral will take place Thursday, August 24, at 1:30 p. m., from the family residence, No. 409 South Garrison avenue, to Calvary Cemetery. Friends invited to attend.

Deceased was a member of Carr Lane Council, No. 488, Royal Arcanum.

BINZ—On Sunday, August 20, 1905, in Chicago, Ill., Stephan Binz, beloved husband of Anna M. and father of Charles A. and Louis C. Binz, aged 66 years. Formerly of San Diego, Cal.

Funeral Tuesday, August 22, at 2 p. m., from residence of Phil Hetzel, No. 2117 Nebraska avenue.

GANNON—Entered into rest on Monday, August 21, 1905, at 5:30 o'clock a. m., Frank M. Gannon, beloved son of Bernard and Annie Gannon (nee Stanton), and brother of John J., Charles S. and Thomas J. Gannon.

Funeral will take place from the family residence, No. 3007 Laclede avenue, on Wednesday, August 23, at 9 o'clock a. m., to St. Xavier's Church, thence to Calvary Cemetery. Funeral private.

San Francisco and Los Angeles, Cal., papers please copy.

GRAF—Entered into rest, on Sunday, August 20, 1905, at 7:30 a. m., Fred W. Graf, beloved husband of Josie Graf (nee Newton), and dear father of Louis Graf, beloved son of Louis and Carolie Graf (nee Timper) and dear brother of Mrs. Frank Lasear and Mrs. Thomas J. Leonard, after a lingering illness, at the age of 28 years and 7 months.

The funeral will take place on Tuesday, August 22, at 2 p. m., from family residence, No. 2307 Clark avenue, to St. Peter's Cemetery. Friends are respectfully invited.

Deceased was a member of Flora Lodge, No. 68, K. & L. of H.

HALEY—Entered into rest on Monday, August 21, 1905, at 6:30 o'clock a. m., David Haley, beloved husband of Mary Haley (nee Walsh) and father of Patrick, David, Katie and May Haley and Mrs. Johanna Werne (nee Haley).

Funeral will take place from the family residence, No. 2821 North Vandeventer avenue, on Wednesday, August 23, at 8 o'clock p. m., to St. Matthew's Church, thence to Calvary Cemetery. Friends are respectfully invited.

Lawrenceville and Chicago, Ill., papers please copy.

HARKINS—After a painful, lingering illness on Monday, August 21, 1905, at 1:25 o'clock a. m., Caroline C. Harkins (nee Harig), beloved wife of Doctor Hugh C. Harkins.

The funeral will take place Wednesday, 23d inst., at 9 o'clock a. m., from family residence, No. 4220 Cook avenue, to St. Ann's Church, thence to Calvary Cemetery.

San Jose, Cal., Louisville, Ky., and Denver, Colo., papers please copy.

McMANUS—Suddenly, August 21, 1905, Joseph McManus, beloved son of Patrick and Margaret McManus (nee McKeyring), and brother of James, Mary, Leo, Catherine and Arthur McManus, aged 9 years.

Funeral Wednesday, August 23, at 2 p. m., from family residence, No. 2120 O'Fallon street, thence to Calvary Cemetery. Friends invited to attend.

MEEHAN—On Monday, August 21, 1905, at 3 a. m., John T. Meehan, beloved brother of Mrs. Thomas J. Hyde (nee Meehan), and Mrs. J. J. Kelly (nee Meehan).

Funeral Wednesday, August 23, at 9 a. m., from the residence of his sister, Mrs. J. J. Kelly, No. 2747 Evans avenue, to St. Alphonsus's Church, thence to Calvary Cemetery.

NOLAN—Passed away at Mullanphy Hospital on Sunday, August 20, at 11 p. m., Mary Nolan (nee Dennison), our dearly beloved mother and grandmother.

Funeral will take place from the residence of her son, William Nolan, No. 1813 Benton street, on Tuesday, August 22, at 9 o'clock a. m., to St. Theresa's Church, thence to Calvary Cemetery.

POORMAN—Suddenly, on Monday morning, August 21, 1905, at Excelsior, Minn., Mrs. John S. Poorman, widow of the late M. S. Poorman, aged 84 years and 9 months.

Due notice of the funeral will be given.

WAGONER UNDERTAKING CO.
1127 OLIVE STREET.
DAY OR NIGHT.

MISSOURI CREMATORY ASSOCIATION

RAILROADS

RAMSEY DEEMS SAFETY ECONOMY

President of Wabash Sends From Norway Hot Reply to Interview Given by Vice President Delano on Railroad Management.

President Ramsey of the Wabash sends from Tronso, Norway, the following reply to a recent interview of F. A. Delano, vice president of the road. Mr. Ramsey is now in Paris and he will sail for New York on August 29:

Tronso, Norway, July 31, 1905.—My Dear Mr. Delano: I never was more surprised in my life than when I read your interview relative to the large "saving" (?) you had made by abolishing the special-service and train-collector departments, and your comments on the "foolishness" of such things.

It is such a common thing for some men to advertise themselves through newspapers by showing what they can do and save, as compared with others, that I would have paid little attention to your advertisement, although it was full of misstatements, but when you so far forgot yourself and the relations which should exist between the vice president and the president of the company as to indulge in open newspaper comments and criticisms of the president's methods and policies, branding them as "foolishness," I feel that I must call your attention to this breach of good manners and to some of the misstatements made by you. You surely could not have been fully informed regarding the special service and train collectors' work, for if you had been you would not have made the statements you did.

First—The superintendent of special service, Mr. C. O. Eames, had nothing to do with the train collectors.

Second—Mr. Sleator was superintendent of train collectors, not subordinate to Mr. Eames, but reporting to the president. Train collectors were carefully selected as to honesty and respectability, must be of good address and be well recommended and bonded by a surety company and approved of by the president.

Third—They received $85 per month (after first six months), and then for every five years' service $5 per month extra. A large number was receiving $90 per month at the time that your statement that $75 a month men were doing the work of $125 and $140 a month men was not correct.

After you have been on the Wabash long enough you will discover that these $125 and $140 a month men (conductors) will have all they want to do or can do properly to attend to their train running, look after train orders, etc., and run their train safely. It may take a few accidents to impress this upon you (as it has others), but you will then conclude that reducing the pay roll by increasing the work on conductors is not always a saving.

Your remarks about "espionage on employes" is surely a "play to the galleries." You must certainly know that on a road of 2,800 miles, handling millions of passengers and tons of freight annually, with hundreds of thousands of claims for loss and damage to freight, personal injuries, thefts and robberies innumerable, investigations and witnesses wanted by the legal department, a "special service" department has its hands full and that "espionage on employes" is only an incidental feature, and exercised only in cases were violation of rules provided for safety of life and limb (such as drinking on or off duty) are persisted in.

It is just as much the duty of a general manager to know that his rules are being lived up to and enforced properly as it is to provide safe rules. This is a proper "espionage," and the manager who does not insist upon it, and uses all proper means to know that they are being lived up to, is morally, at least, responsible for any deaths resulting from such violations of the rules.

What good is it to learn at an investigation, after an accident, that the engineer, conductor, switch tender, operator or whoever caused it, was under the influence of liquor? Is it not far better to find out before who are the drinking men and remove them?

Train collectors, on single-track railroads, at least, are essential to safer operation of trains. When trains are run on schedule, which require sixty to seventy miles per hour speed, and the conductor has numerous train orders and "scheduled rights" to look after, I consider it safer to let the conductor have nothing to do but look after the train, and the safety feature of train collectors is relieving the conductor of taking tickets, cash fares and making out reports to auditor, etc., is of greater value to the company than the cost which is fully paid for by the improvement in train revenues. I sincerely regret the necessity for writing such a letter to you, but on account of the publicity given your interview and the unusual character of your criticisms, in justice to myself and others I am forced to correct your errors of fact, and answer comments. Respectfully yours,

(Signed) J. RAMSEY JR.,
President.

P. S.—You have not "abolished" either "special service" or "train collectors." You transfer the "special service" men to the division superintendents clerking out Mr. Eames and a few of his men only, and train collector superintendent reports to the auditor instead of to the general manager, with a reduced force, but as you continue both classes of service you must, to some extent at least, continue "some "espionage of employes." J. R. JR.

INTEREST CENTERING IN IMPORTANT LAKE RAILWAY.

Speculations as to the Pool Move in Stock of the Wisconsin Central.

New York, Aug. 21.—It is a long time since Wall street has been treated to so great a variety as accompanies the pool movement in Wisconsin Central. One report has it that Y. L. Bull, Norman Erb and F. H. Price are buying the road in the market for J. H. Hill. Another item of news is to the effect that the same men are buying it for the Hollins Syndicate, to be connected with the Perre Marquette by car-ferry. The most enterprising report is to the effect that the road is in the hands of the Goulds, who will use it into St. Paul as a new Western division for the Wabash. The reports are equally authenticated and equally likely to be true.

Meantime, the Milwaukee and Chicago pool, which has operated in these stocks a dozen times in the past, begins to see daylight on the line of speculative stock with which it was landed some time ago, and to dispose of which it has made efforts at several previous periods. If J. J. Hill, George Gould and the Hollins syndicate, jointly, or severally, help out the transaction by a purchase of the road, it will much surprise some of the people who should know most about it at the present time. Mr. Erb denies that he has bought any Wisconsin Central.

Rock Island Appointments.

REPUBLIC SPECIAL.

Bloomington, Ill., Aug. 21.—W. C. Bierd, recently appointed superintendent of terminals for the Rock Island in Chicago to succeed C. H. Hubbell, has resigned, effective August 21, to accept a post as superintendent of construction of the Panama Canal under John F. Stevens. A. W. Kelso, trainmaster of the Illinois division, with headquarters at Rock Island, has been named as Mr. Bierd's successor in Chicago, while F. W. Rosser of Des Moines, trainmaster of the Iowa division, takes the trainmastership at Rock Island. A. B. Copley, trainmaster at Estherville, Ia., is advanced to the Des Moines post.

Sedalia Calls Warrensburg Pastor.

REPUBLIC SPECIAL.

Warrensburg, Mo., Aug. 21.—The Reverend Frank T. Campbell, pastor of the Baptist Church of this city, has received a unanimous call to the pastorate of the First Baptist Church at Sedalia, which he has accepted.

For restoring the appetite and assisting digestion
HOSTETTER'S STOMACH BITTERS
is especially good. Try a bottle and see for yourself.

NEW PUBLICATIONS.

PERSONAL

Get a copy of the September number of Everybody's Magazine at the newsdealer's. Read it. If you don't like it, write a sensible, abusive letter to the publishers. It will be appreciated.

Everybody's Magazine has a larger circulation than that of any other general magazine. Sold by all newsdealers, at 15 cts. per copy. TRY IT.

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EXCURSIONS.

Family EXCURSION
SUNDAY, AUG. 27.
To SALEM, ARLINGTON, JERSINE, and Intermediate Fishing Resorts on the Meramec and Gasconade Rivers
ROUND TRIP RATES $1.25 TO $2.00
Train leaves Union Station 7:45 a. m., Tower Grove 8:00 a. m., returning, arrives Tower Grove 10:00 p. m., Union Station 10:30 p. m.
Tickets: Union Station and Tower Grove.

EXCURSION TO MOBERLY
BY FORESTERS' LEAGUE.
SUNDAY, AUGUST 27th.
LEAVE 8 A. M., VIA WABASH R. R.
ROUND-TRIP TICKETS, $1.75
MONTGOMERY CITY, $1.50.

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Of Securing Help
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REPUBLIC WANT ADS
All Druggists Take Want Ads for The Republic.

BIG DEAL AMONG ANTHRACITE ROADS

The Pennsylvania and the New York Central Guarantee Collateral Bond Issue—Amount Is Large, but Unknown.

Philadelphia, Pa., Aug. 21.—The great mystery of the strength of the coal strikes, particularly Reading and Lehigh Valley, was solved this afternoon by the semiofficial announcement that the Pennsylvania and the New York Central railroads are arranging for a collateral bond issue, which will be pledged by deposits of stocks of Reading and Lehigh Valley, and possibly New York, Ontario and Western. Three leading banking firms of this city are engaged in perfecting the plans for the issue and have had the matter under consideration since July 15. A part of the Lake Shore and the Baltimore and Ohio holdings of the Reading are already deposited as collateral in bond issues by those two companies, which, however, will be replaced by other collateral of as good standing.

The amount of the bond issue is not given. The bonds will bear 4 per cent interest and will be guaranteed jointly by the Pennsylvania and the New York Central through their underlying companies, the Baltimore and Ohio and the Lake Shore. The delay in perfecting the plans of the bond issue was largely due to the original plan of embracing the Erie. Technicalities were encountered which necessitated the withdrawal of the Erie collateral, but the control of that property will be secured.

The bond issue, one of the bankers says, is only the first step in one of the most gigantic deals in the history of the railroad world among the anthracite coal-producing and carrying lines.

RAILROAD OFFICIAL SAYS SOUTH WILL RECUPERATE.

REPUBLIC SPECIAL.

Chicago, Aug. 21.—"After this fever scare is over I look for the South to boom as it never has," General Passenger Agent Hatch of the Illinois Central Railroad said yesterday on his return from Memphis, where he went to investigate conditions personally and to arrange for shifts in train service, necessitated by the quarantine.

"The people of the South have been thoroughly awakened to the importance of stricter sanitation laws. While there has been much exaggeration regarding the number of cases and the fatalities, still the fact that there is yellow fever in the South is not denied.

"But when it is considered that this is only the second mild epidemic in twenty-five years in a district that formerly experienced the plague regularly every year, it is evidence that the South is conquering the disease.

"The fact that the mosquito theory is now accepted by the medical profession has made and will make methods of prevention easier. After the present scare is over the people of the South will take on renewed life, and it is pretty safe to say that there will not be another epidemic for some time. The way business has been interfered with in the South has made the people of that part of the country realize that drastic measures must be adopted to prevent a recurrence. Our trains are running regularly. There is no undue excitement down there; the excitement is more in the North."

Lumber Traffic.

REPUBLIC SPECIAL.

Jackson, Miss., Aug. 21.—Mr. S. D. Boylston, general freight and passenger agent of the Gulf and Ship Island road, who is making temporary headquarters in Jackson, states that the yellow fever infection in Mississippi and consequent quarantines against the Gulf Coast will not in any way interfere with the delivery of lumber shipments from points along the Gulf and Ship Island road.

Lumber prices are exceptionally high at present, and the general market conditions were never better. The manufacturers are deluged with orders, and they are not going to stop their plants on account of a yellow fever scare.

RISE IN REALTY VALUES THREATENS TERMINAL PLANS.

REPUBLIC SPECIAL.

Chicago, Ill., Aug. 21.—The sudden jump in the price of property in the proposed site for the new Polk Street Terminal Station of almost 500 per cent seriously threatens the project.

It was learned to-day that some thirty-five feet of Custom-house court frontage, upon which buildings of moderate value stand, which the Chicago and Western Indiana Company failed to annex with its first batch of transfers, is now being held for $5,000 a front foot.

Two weeks ago Fetzer, Peters & Co. assert they could have purchased the property for $1,500 a front foot. The railway company, it is said, has made an offer of $3,000 a foot for the property, but were refused, and the price of $5,000 asked.

Railroad Earnings.

REPUBLIC SPECIAL.

New York, Aug. 21.—Railroad earnings reported to-day:

Chicago, Indianapolis and Louisville—Second week in August, $[illegible], increase $[illegible]. From July 1 $[illegible], increase $[illegible].

Louisville and Nashville—Second week in August, $[illegible], increase $[illegible]. From July 1 $[illegible], increase $[illegible].

Mobile and Ohio—Second week in August $[illegible], increase $[illegible]. From July 1 $[illegible], increase $[illegible].

Rio Grande Southern—Second week in August $[illegible], increase $[illegible]. From July 1 $[illegible]; increase $[illegible].

Interurban Mail Service.

REPUBLIC SPECIAL.

Bloomington, Ill., Aug. 21.—A mail-pouch system on the interurban lines between Sterling and Dixon has been introduced by the Post-Office Department of the Government. It is said to be the first in the State on the interurban lines. A sack of mail will be sent from Dixon to Sterling every morning and another sent back in the afternoon from Sterling. If the service proves successful it will probably be extended to other interurban lines in the State.

Railroad Notes.

—Second Vice President Daniel Willard and General Manager J. M. Gruber of the Burlington Route were in St. Louis yesterday. They departed last night to inspect the work on the new road building from Centralia to Bevier, Ill.

—E. B. Pryor, assistant to the president of the Wabash, has returned from New York.

—W. J. Craig has been appointed division freight and passenger agent, with headquarters at Victoria, Tex., for the Galveston, Harrisburg and San Antonio Railway. His jurisdiction extends over that portion of the road formerly embraced in the New York, Texas and Mexican and the Gulf, Western Texas and Pacific, which lines have been bought by the Galveston, Harrisburg and San Antonio.

—L. W. Landman has been appointed general passenger agent, passenger department, for the Lake Erie and Michigan Southern, with offices at Toledo, O.

SCHOOLS.

BLEES MILITARY ACADEMY
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A school of the highest grade for boys of good character above 12 years of age. Organized on the military plan, but strictly adapting military work to educational needs. Most complete and elaborate equipment west of New York, established at a cost of over $600,000. Main building absolutely fireproof. Single rooms, completely furnished. Perfect sanitary arrangements. Fine climate. Beautiful grounds covering thousand acres, with lakes and wooded hills. Large athletic field. Completely equipped gymnasium, with swimming pool. Attendance limited. Exceptionally large and capable faculty. School recognized and inspected by both the National and State Governments. Tuition, $600.00—no extras.
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The facilities and educational advantages offered by the Weltner Conservatory are superior in every respect to those offered by all other conservatories in the West.
Note the following facts:
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 Ninth Annual Commencement of the Weltner Conservatory graduated twenty-two graduates of the various departments, 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 departments.
Applications for 100 free and partial scholarships (annually awarded to talented and deserving students) received from now on.
Conservatory open to scholars during summer as well as winter. Day and night scholars received.
Fall term begins September 4, 1905.
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Send two-cent stamp for three-days treatment. Eupepsia Chemical Co., 420 Walnut St., St. Louis, Mo.

Mold Northcutt Without Bail.

REPUBLIC SPECIAL.

Ardmore, I. T., Aug. 21.—The preliminary examination of John Northcutt, charged with killing A. J. Stratton at Avis last week, which was begun Saturday night at Tishomingo, was concluded there this afternoon, the defendant being bound over without bail.

Republic Want Ads bring results.

TRY— Nadja Caramels in 25c—50c—$1.00 Handsome Boxes.
Save the Coupons. BLANKE-WENNEKER.

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Continuation of the Sale
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THIS TUESDAY, AUG.
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Beds, Hair Mattresses, Dr
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Chairs, Divans, Tables, Odd
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Office Outfit, Desks and other
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Popular Priced Matinee Wednes
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All This Week and Next Sunday
Continuous Vaudeville, 1:30 to 10:30 Daily.
Prof. Rugg's Liquid Air Experiments. Lew Sully. Allentie's Monkeys. Mr. and Mrs. Voelker. Mr. and Mrs. Vic Gardner & Hoddard. Amann & Hartley. Jarvis & Tudor. Rawls & Von Kan. Barth & Kruger. The Kinodrome.
15c—20c—50c. Orchestra chairs reserved.

GAIETY THEATRE (Formerly Grand) 14th and Market
Saturday Evening, Aug. 26. Daily Matinee.
There are others, but this is U Tell 'em that delivers the goods and gets the money.
GAY MASQUERADERS.
Our Fun Creators and Mirth Dispensers.
BERRY & BERRY. JOHN J. BLACK.
EDDIE MURRAY. JAS. & LUCIA CONWAY.
HAVERLY & McREA. THE GAYOSCOPE.
The Musical Cocktail. The Up-to-date Tab
In One Act. Entitled
THE ADVISER. WAY UP EAS
Sons, Dances and Music by 20 Beautiful Girls. Best brands of wit and humor on
Prices 15, 25, 35, 50 and 75 cents. Box $1.00 and 50 cents. Seats now selling.

HAVLIN'S
25c MAT. TO-DAY AT 2. GIRL of the STREE
Every woman should see this p
Next—"For His Brother's Cri

DELMAR GARDEN
EVERY EVENING, 8:15.
"THE MIKADO"
Only Matinee, Wednesday at 3—25c.
Cafe Tables Reserved by Phone.
Sunday Matinee, Aug. 27.—"KING DO
Seats—Bollman, 1120 Olive; Foster, 507 Ol

THE COOL IMPERIAL Temptation Pri 15c, 25c, 35c,
25c Mat. To-Day A SLAVE OF THE MIL
Next Sun. Mat.—"THE CURSE OF DRIN

STANDARD
HOME OF FOLLY
TWO FROLICS DAILY.
The EMPIRE BURLESQUE
—ELECTRIC FANS—
NEXT WEEK—CHERRY BLOSSOMS.

FOREST PARK HIGHLAND
The Big Place on the Hill. Only Vaudeville Show in Town. Helen May Butler's Ladies' Military Band and other star acts. The Biograph. Extraordinary attraction, the Igorrote Village. Aug. 22, Tues. night, Standard Council, Nat'l Union. Aug. 24, Thurs., Knights of Pythias; Aug. 25, Fri., outing of Mound City Council, R. A.; Aug. 26, Sat. afternoon and evening, monster outing and benefit of Royal Arcanum Hospital Association.

MacDOWELL in LA TOSCA
Seats daily except Mon. & Fri.
SUBURBAN.
Downtown tickets, Bollman's
Next Week: K. of P. Benefit.
DAMON AND PYTHIAS.

WEST END HEIGHTS
Miss Ethel Fuller in CARMEN
Seats at Bollman's

MANNION'S PARK.
Vaudeville—6 Big Acts.
GIANT TOBOGGAN SLIDE
Matinee Wednesday, Saturday and Sunday.
ADMISSION TO PARK FREE

LEMP'S PARK.
The Celebrated German Marine Band
Two Concerts Daily—at 3 and 9 p. m.

CRESCENT ROLLER RINK
Only one in city. Sessions daily, 3 to 11. Ball-bearing skates.
NO INTOXICANTS SOLD.

BASEBALL TO-DA
AMERICAN LEAGUE PARK.
Grand and Sullivan Aves.
Browns vs. New Yo
Game Starts at 3:45 O'Clock.
Engine—THE REPUBLIC.