MUNYON'S Witch-Hazel SOAP

Brings Sleep to the Tortured Little One and Rest to the Tired Mother.

IDEAL FOR TENDER SKINS

A Wonderful Help to Mothers in the Nursery.

Munyon's Witch Hazel Soap is the ideal soap for the nursery—it relieves baby rash, teething spots, hives, milk eruptions and all discomforting irritations of babyhood. It gives relief to the tortured little ones at once—soothes, calms and produces sleep. The delicate and delicious odor of the soap keeps baby as sweet as roses.

Munyon's Witch Hazel Soap is a positive cure for most skin irritations. It will improve any complexion, no matter how fair, makes the skin soft as velvet.

For sale everywhere. Price, 25 cents.

BANKRUPTCY PROCEEDINGS AGAINST NEWS COMPANY.

Eleven Individuals and Corporations File Petition Against Postal Concern, Alleging That They Are Creditors.

Eleven individuals and corporations were named in an involuntary bankruptcy petition, which was filed in the United States District Court yesterday against the Postal News Company.

The petitioners are residents of St. Louis, Chicago and New York City. They allege that the Postal News Company is indebted to them to an amount exceeding $1,000 and that, on November 17, the concern transferred its stock to Richard Randolph.

Those named in the petition as creditors are the Chicago Herald, Theodore Schafius, Alfred Holtzman, the Gray Lithograph Company, A. L. Bart, McLoughlin Bros., William Wrigler, Joseph H. Patrick, Corticelli Silk Company, National Biscuit Company and Stella M. Tiernan.

Burnett's Extract of Vanilla.
Prepared from selected Vanilla beans.

Chickasaws Indorse Constitution.

REPUBLIC SPECIAL.

Ardmore, I. T., Oct. 19.—The lower house of the Chickasaw Legislature has adopted a preamble and resolution indorsing the Sequoyah Constitutional Convention and urging the adoption of the Constitution by the people.

The Very Latest, Mme. Hallopeau's Face and Massage Creams; unexcelled for skin and complexion. All druggists. Moffett-West Drug Co., agents.

NOTICE.

Marriage and Death Notices inserted in The Republic will be forwarded by telegraph to any one of all of the papers named below for simultaneous publication upon receipt of request to any advertisements thereof. Notices received after midnight cannot be forwarded, however, until the next evening.

Brooklyn Post-Standard. Providence Journal. Buffalo Public Opinion. Pittsburg Dispatch. Buffalo Evening Herald. Rochester Herald. Cleveland Plain Dealer. Washington Post. St. Paul Pioneer Press. New York Times. Minneapolis Tribune. Buffalo Courier. Cincinnati Enquirer. Boston Globe.

SPECIALTIES.

Municipal, Railroad and Corporation BONDS,
TO NET FROM 4 TO 5 PER CENT.
Mississippi Valley Trust Company.

DEATHS.

BARNES—Entered into rest on Thursday, October 19, 1905, at 9 a. m., Mary A. Barnes, wife of Henry Barnes, and beloved mother of John H. Barnes, Mrs. Fannie Webster, Mrs. Julia J. Frederick, Mrs. Louis W. Hermann and Robert C. Barnes, aged 65 years 3 months and 11 days.

Funeral Saturday, October 21, at 2 p. m., from the family residence, No. 3017 Natural Bridge road, thence to Bellefontaine Cemetery.

BIDERMAN—On Wednesday, October 18, 1905, at 7:30 a. m., Francis X. Biderman, beloved husband of Catherine Bechtold (nee Barry).

Funeral from residence, No. 2041 College avenue, Friday, at 9:30 a. m., to Holy Name Church.

CLARK—Suddenly, at Meridian, Miss., on Wednesday, October 18, 1905, Robert Breckenridge Clark, in his eighty-second year.

Interment at Fredericksburg, Va., Saturday, October 21, 1905.

Baltimore papers please copy.

JAMISON—Entered into rest, on Wednesday, October 18, 1905, at 7:30 a. m., Andrew Jamison, son and husband of Mrs. Margaret Jamison and Mrs. Jennie Jamison, dear brother of Brothers Robert and Stewart.

Funeral on Friday, October 20, 1905, at 1 p. m., from residence, No. 2716 Garrison avenue, to Church of Assumption, corner of Cook avenue and Union street. Interment at Bellefontaine Cemetery. Relatives and friends invited to attend.

Interment was a member of Belleville Lodge, No. 46, K. of P.

KRUTSINGER—Entered into rest on Thursday, October 19, 1905, at 4 a. m., Junior E. M. Krutsinger, beloved husband of Mrs. Mary Krutsinger, Brother of Mrs. Rosa Hoover and Oliver Kelley.

Funeral Sunday, October 22, at 2 p. m., from family residence, No. 4202 Page.

LAMPE—Entered into rest on Thursday, October 19, 1905, at 2 a. m., Mrs. M. A. Lampe, aged 72 years, beloved wife of A. Lampe, sr., and loving mother of Mrs. Rosa Hoover and Oliver Kelley.

Funeral Sunday, October 22, at 2 p. m., from family residence, No. 4202 Page.

LUTTER—On Thursday, October 19, 1905, at 7:30 a. m., Henry Lutter, aged 72 years, beloved husband of Sarah Lutter, son of the late Henry and Catherine Lutter, father of Emil H. Lutter, Mrs. Emma Dunn, Mrs. Ella Hoffman and Fred H. Lutter, aged 40 years.

Funeral will take place on Saturday, October 21, at 2 p. m., from No. 2831 Hartford street. Please omit flowers.

Los Angeles and Chicago papers please copy.

MCCLURE—Departed this life on Thursday, October 19, 1905, in Knoxville, Tenn., Mrs. Wm. L. McClure, wife of Doctor Wm. H. McClure and sister of Chas. R. and Julia C. Hill.

MARTIN—Suddenly, on Wednesday, October 18, 1905, at 1:30 p. m., Miss Jane Wardlow, aged 18 years.

Funeral will take place on Saturday, October 21, at 8:30 a. m., from residence of her uncle, William L. Blackman, No. 3123 Baldwin street, thence to Bellefontaine Cemetery.

Rockford, Ill., Freeport, Ill., Chicago, Ill., and Philadelphia, Pa., papers please copy.

Eberle & Keyes Undertaking Co.
1100 ST. ANGE AVE.
S. P. Keyes, Pres. and Treas.
Chas. P. Eberle, Secretary.
Geo. J. Eberle, Julius Haarck, Asst's.
Stables Keyes & Marshall Bros.
Bell Main 33. Kinloch C 733.

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

RAILROADS

SOUTHWEST LINES AND PRIVATE CARS

Missouri Pacific, Iron Mountain, Georgia and Frisco Railroads' Private Car Matters Are Investigated by the Interstate Commerce Commission.

Washington, Oct. 19.—Several traffic managers of Southeastern railroads testified before the Interstate Commerce Commission to-day in the private-car inquiry concerning the manner of handling fruit and perishable products in their territory. Most of them said they have entered into arrangements with private car lines by which the latter engaged to take the responsibility for the handling of fruit, the railroads acting as agents only in the matter of transportation. A. Allis, an ice manufacturer of Augusta, Ga., submitted a contract his company has to supply the Armour car lines with ice, and gave many details concerning the arrangement with the private car line. It is expected the hearing will be concluded to-morrow.

W. C. Rowley, freight traffic manager of the Michigan Central, was cross-examined by Mr. Reichman of the Armour car lines, who obtained from the witness the admission that in cases where free icing of dairy or other products is advertised the freight tariff takes into account the cost of such icing.

J. H. Kerr, general manager of the American Refrigerator Transit Company, testified that he believed the stock of the company is owned by the Wabash, the Missouri Pacific and the Iron Mountain railroads. The company operated 2,100 cars of its own and 2,200 leased cars.

Mr. Kerr said his company has a contract with the Gould lines to solicit perishable fruit business along the lines, but this does not constitute the company an agent of the roads.

The contract with the Iron Mountain was offered in evidence. This contract showed that the American Refrigerator Company receives 1 cent a mile for each car, traveling both ways, and 12½ per cent commission on all freight charges on perishable goods carried in these cars.

Taking one concrete case, the shipment of a car of strawberries, from Judsonia, Ark., to St. Louis, Mr. Kerr said, it cost his company $34.75 for icing and other necessary expenses, and received from the shipper only $50 per car, mileage and commissions brought the receipts of the company up to $96 a car. The company, he said, had not lost money, but had paid no dividends.

A. G. Jackson, general freight agent of the Georgia Railroad, testified that his road carried about 400 cars a season of perishable goods and had a contract with the Armour car lines, which attended to the carrying of fruits and vegetables. They attended to the refrigeration of the cars, although his road sometimes provided for the refrigeration merely as an agent.

A. S. Dodge, third vice president of the Frisco Line at Chicago, stated that his company had a contract with the Armour car line for all refrigeration business under which the Armour line cars should be used exclusively on his road. Mr. Dodge explained that he has persuaded the Armour lines to make a reduction at the times their contract was made on the rate for peaches and berries, and he added that the Armour people had made voluntarily some other reductions from their ordinary rates. He was asked if the meat packers fixed the cost of refrigeration as well as for freight charges, in accordance with previous statements in evidence. He explained that he did not agree with Mr. Stickney and Mr. Ripley that the packers fixed the rates.

RUSSELL HARDING'S STEADY ADVANCEMENT.

"I was surprised the other day," said a prominent railroad official yesterday, "to read a statement which intimated that Russell Harding had been discharged from the Missouri Pacific in 1905. The truth is that he went to the Great Central only because better inducements were offered him there. Mr. Harding's recent acceptance of the vice presidency in charge of operation of the Erie System is only another step forward in his steady advancement.

Mr. Harding was born in Springfield, Mass., in 1856, and entered the railroad service in 1879. Between 1879 and March 12, 1900, when he was made vice president and general manager of the Missouri Pacific, he acted successively as office boy, paymaster, station agent, operator, ticket seller, assistant construction engineer, engineer of maintenance of construction, resident engineer in charge of tracks, bridges and buildings superintendent, general superintendent, and vice president and general manager of the Cotton Belt Route.

Now that Mr. Harding is the highest operating official of an expanding trunk line, his friends point with pride to his record. His advance has been steady, and the changes from one road to another have been effected, his friends repeat, without the least friction.

UNION STATION Y. M. C. A. IS UNDER CONSIDERATION.

The plans which Architect Link has submitted to the Terminal Board for the proposed Y. M. C. A. building are merely tentative, consisting principally of a drawing, but they bring the subject forward as a material prospect of the near future. The drawing and suggestions have been referred to the Executive Committee, and this committee will give the matter thorough consideration.

Railroad officials are deeply interested in the project, and they are desirous that it should be so matured as to secure its popularity. Miss Helen Gould has contributed about $5,000 for the structure and library. The railroads in the Terminal Association are to maintain it, and it is estimated that the cost will be $1,000 to $1,500 a month.

WILLIAMS IS ACTING FOR BIXBY DURING VACATION.

William A. Williams has been assigned to the duties of acting manager of the American Car and Foundry Company. The position is a temporary promotion from the office of assistant district manager. Yesterday H. Bixby, the district manager, has been ill for some time, and his state of health is such that the management advised him to take a long vacation, with the assurance that his office would be open to him upon his return.

General Manager McBride said that Mr. Bixby may be absent three or four months. "Mr. Bixby has not resigned," he said, "but has been granted leave of absence on account of his health, and will resume the office of district manager as soon as the period terminates."

Going to Bed Hungry.

It Is All Wrong and Man Is the Only Creature That Does It.

The complete emptiness of the stomach during sleep adds greatly to the amount of exhaustion, sleeplessness and general weakness so often met with. There is a period of change of tissues in the body, sleeping or waking, and the supply of nourishment ought to be somewhat continuous, and food taken just before retiring adds more tissue than is destroyed, and increased weight and vigor are the result. Doctor W. T. Cathell says: "All animals except man eat before sleep, and there is no reason in Nature why man should form the exception to the rule."

Persons who are thin, nervous and sleepless could take a light lunch of bread and milk or oatmeal and cream, and at the same time take a safe, harmless stomach remedy like Stuart's Dyspepsia Tablets in order to aid the stomach in digesting it, the result will be a surprising increase in weight, strength and general vigor. The only drawback has been that the majority of dyspeptic people cannot digest and assimilate wholesome food at night or any other time. For such it is absolutely necessary to use Stuart's Dyspepsia Tablets, because they will digest the food no matter how weak the stomach may be, nourishing the body and resting the stomach at the same time.

Doctor Stevenson says: "I depend almost entirely upon Stuart's Dyspepsia Tablets in treating indigestion, because it is not a quack nostrum, and I know just what they contain, a combination of vegetable essences, pure pepsin. They cure Dyspepsia and stomach troubles, because they can't help but cure." Stuart's Dyspepsia Tablets are sold by druggists everywhere at 50 cents per package. They are in lozenge form, pleasant to take, and contain nothing but pure pepsin, vegetable essences and harmless scientifically compounded. Your druggist will tell you they give universal satisfaction.

A. A. AAL CLOAK CO.
515 Locust St.

ESTABLISHED 1882.

ASK TO SEE Our Tan, also Black, form fitting JACKETS, same as sold on Broadway at $9.75— OUR PRICE, **$5.00**

ASK TO SEE Our NUN'S VEILING WAISTS, Red, Nile Green, Black, Navy and White, sold in town at $4.50 by the very best stores— OUR PRICE, **$2.98**

ASK TO SEE the best all-silk Rustle Petticoats, cut full and generous, all new shades; actual worth $8.75— OUR PRICE, **$5.00**

ASK TO SEE those $30 and $40 Reduced SAMPLE SUITS, no two alike, Handsome, stylish Models; don't overlook this bargain, **$18.75**

ASK TO SEE Our $60 Seal Coats— REDUCED TO **$25.00**

ASK TO SEE Our reduced line of handsome, stylish Walking Skirts, Mixtures, Panamas, Serges; actual value $9.75—REDUCED TO **$5.00**

ASK TO SEE Our line of High Grade WALKING SKIRTS, same that the up-town dressmakers charge you $12 to $18— REDUCED TO **$8.75**

We have on hand some Odds and Ends of white heavy washable Oxford Waists; they cost us $3.00 to $4.50 each, as long as they last, choice, **$1.00**

Clean Goods; Not Soiled or Shopworn.

Be Sure You Get A Wilson Heater

It's a saver of fuel, therefore a money saver. Holds fire for 36 hours; scientifically constructed.

Low Priced, Coal or Wood.
THE SIMMONS COMPANY,
Broadway and St. Charles.

TRAINS OPERATING AGAIN ON ALL WESTERN DIVISIONS.

Travel will be resumed to-day on all the Western roads, the storm damages having been counteracted. General Manager A. W. Sullivan of the Missouri Pacific System said last night that through service will be afforded at 10 o'clock this morning between Kansas City and St. Louis. All damage caused by the flood had been repaired, except the reconstruction of bridges near Isbell and Otterville. From the corps in the field reports were received that these structures would be rebuilt in time to pass trains at 10 o'clock this morning.

The Wabash and the Burlington are operating again on regular schedules. General Manager Henry Miller of the Wabash announced that westbound train No. 9 left St. Louis on time yesterday, thus resuming the normal service. General Superintendent H. C. Nutt of the Burlington said that the damage, which was comparatively light, had been repaired, and that trains were running on time.

The Missouri, Kansas and Texas suffered the washing away of several bridges at different points, necessitating delay in the movement of traffic. Vice President and General Manager A. A. Allen said that the regular schedules would be practically resumed to-day on all divisions. President A. J. Davidson of the Frisco said that the work of putting affected parts of the road in condition had been finished, and that the regular schedule is in effect.

ILLINOIS CENTRAL TAXATION STUDIED BY STATE OFFICIALS.

Springfield, Ill., Oct. 19.—State Auditor McCullough is familiarizing himself with the opinion handed down yesterday by Attorney General Stead in relation to the taxes to be paid the State by the Illinois Central Railroad Company. As soon as the Auditor is conversant with the several points involved he will proceed to demand a settlement from the railroad under the interpretation placed upon the matter by the Attorney General.

The more this important opinion is studied the more disastrous appears its effect upon the railroad company and its stockholders. Last year the company paid out something over $2,000,000 in dividends. Under the State officials' interpretation of its charter the corporation should have paid nearly $200,000 additional taxes into the State treasury. This additional taxation, without taking into consideration the back taxes which it is claimed are due the State, might have the effect of reducing the dividends of the road from 7 per cent to practically 4 per cent, in fact, no other outcome appears possible if the courts declare the interpretation placed upon the law by Attorney General Stead is the correct one.

WABASH BONDHOLDERS NOW EXPECT INTEREST.

REPUBLIC SPECIAL.

New York, Oct. 19.—One of the men identified with the Wabash debenture B bondholders, who are seeking to compel the road to begin interest payment on the bonds, through a suit in the Federal Court in St. Louis, expressed confidence to-day that before long interest would be paid on the securities. He denied, however, that the Gould management had made any promises regarding such payments to the bondholders' committee in connection with the recent Gould-Ramsey contract.

With reference to this matter, it was pointed out that no stock whatever is deposited with the committee, although the latter is supposed to represent about $[illegible] of holdings.

The expectation of the bondholders regarding an early payment is not due so much to the presumable outcome of the suit in St. Louis as to a conviction that the Gould management will recognize the claim of the investors that they are entitled to a share of the road's earnings in view of the heavy investments they have made in the property.

ROCK ISLAND EXTENDING TO INDIANA COAL FIELDS.

Evansville, Ind., Oct. 19.—It is announced in railroad circles here that the Rock Island-Frisco System, which owns and controls the Evansville and Terre Haute Railroad, will build a new line from Princeton, Ind., to Louisville, Ky., paralleling the Southern, and passing through Gibson, Pike, Dubois, Crawford, Harrison and Floyd counties.

The object of the proposed road is to get to the rich coal fields of Southern Indiana. A branch will be run from St. Anthony, Ind., into Carlisville, Ind., on the Ohio River, the object being to reach the coal territory in this part of the State. The proposed line is now being surveyed.

Illinois Central Report.

Chicago, Oct. 19.—At the meeting of the Illinois Central stockholders, three directors whose terms expired this year were re-elected as follows: Walter Lutgen, John W. Auchincloss and Robert Walton Goelet.

The annual report for the year ended June 30, 1905, was given out.

The total number of miles operated was 4,374.

The gross receipts from traffic were $49,[illegible], expenses of operation $32,[illegible], taxes $2,027,845 ($38,11,[illegible]) making the income from traffic $12,[illegible]. To this is to be added net receipts from sale of lands $2,407, income from investments and miscellaneous profits $2,759,619, making the excess of income over expenses of operation and taxes $17,[illegible]. The fixed charges (interest, rent of subsidiary railroads) were $7,[illegible], leaving the net income $10,[illegible]. Adding surplus dividend fund brought forward June 30, 1904, made the amount available $11,[illegible]. This was disposed of as follows: Dividends $[illegible], discount on bonds sold, $1,[illegible], added to insurance fund, $750,000; set apart for betterments, $1,[illegible], carried forward to surplus dividend fund, $1,[illegible].

The increases were: Gross receipts from traffic, $[illegible], operation, $[illegible], taxes $95,017, income from traffic, $[illegible], excess of income over expenses of operation and taxes, $1,[illegible], fixed charges, $1,[illegible], net income, $1,[illegible], amount available after deducting fixed charges, $1,[illegible].

In the betterment of the property, $4,[illegible] were spent. There are now 740 miles of double track.

Pryor Is Congratulated.

Fourth Vice President Pryor of the Wabash Railroad yesterday received many letters and telegrams of congratulation on his promotion by the Board of Directors. George J. Gould and all the officers of the company expressed appreciation of his work through many years. Chairman Jeffery of the board telegraphed that the promotion was a "deserved recognition of long and faithful service."

Pullman Election.

Chicago, Oct. 19.—The annual meeting of the stockholders of the Pullman Company was held here to-day. The following directors were elected: J. Pierpont Morgan, William K. Vanderbilt, Frederick Vanderbilt, W. Seward Webb and Henry T. Hulbert, of New York; O. S. A. Sprague, Robert T. Lincoln, Norman B. Ream and Frank O. Lowden, of Chicago. There was declared, previous to the meeting, the usual quarterly dividend of $2 per share from net earnings, payable November 15, to stockholders of record at the close of business on October 21.

Railroad Earnings.

New York, Oct. 19.—Railroad earnings reported to-day:

Colorado and Southern—Second week October, $[illegible], increase $[illegible], from July 1 $[illegible], increase $[illegible].

International and Great Northern—Second week October $[illegible], decrease $[illegible], from July 1 $[illegible], increase $[illegible].

Iowa Central—Second week October $[illegible], increase $[illegible], from July 1 $[illegible], increase $[illegible].

Minneapolis and St. Louis—Second week October $[illegible], increase $[illegible], from July 1, $[illegible], increase $[illegible].

Southern Railway—Second week October $[illegible], increase $[illegible], from July 1 $[illegible], increase $[illegible].

Texas and Pacific—Second week October $[illegible], decrease $[illegible], from January 1 $[illegible], decrease $[illegible].

Baltimore and Ohio—For September: Gross $[illegible], increase $[illegible], net $[illegible], increase $[illegible]. From July 1 to September 30: Gross $[illegible], increase $[illegible], net $[illegible], increase $[illegible].

Chicago, Indianapolis and Louisville—Six August: Gross $[illegible], increase $[illegible], net $[illegible], increase $[illegible]; from July 1 to August: Gross $[illegible], increase $[illegible], net $[illegible], increase $[illegible].

INDIA AND CEYLON TEAS

Green or Black

ARE SOLD BY THE FOLLOWING RELIABLE GROCERS LOOSE OR IN PACKETS:

A. F. AUBRUNNER ..... 1401 S. Twelfth
C. S. ALBRIGHT ..... 1901 N. Ninth
AMERICAN GROCERY CO. ..... 2106 Olive
A. ANDRIS ..... 2007 Market
J. ANDERER ..... 1536 College
A. AIMESS ..... 3101 Chippewa
BLUMEYER & BROS. ..... 2753 S. Grand
A. BURG ..... 703 S. Second
W. J. BRENNAN ..... 3064 Goodfellow
BOEVER & KUNZE ..... Fifteenth and Lami
F. W. BOLLMAN ..... 1609 Old Manchester rd
GEO. BECK ..... 3612 S. Broadway
A. BUENGEMAN ..... 5403 Old Manchester rd
MRS. BEIGER ..... 1234 N. Ninth
M. BYRNE ..... 3501 Easton
I. BIRTMAN ..... 1307 N. Eleventh
MRS. E. BRASS ..... 2828 S. Seventh
BOEHM GROCERY CO. ..... Page and Goodfellow
MRS. C. BEHRENS ..... Twentieth and Pennsylvania
BERMAN & MURPHY ..... Fairfax and Whittier
S. BLOCK ..... 716 Wash
H. BUERK ..... 1226 Franklin
BRAND BROS. ..... 1220 Biddle
C. C. BRANNEKY ..... Pattonville, Mo.
H. BROSEND ..... Twenty-third and Scott
H. BRINKMAN ..... Forest and Nat. Bridge rd
BAUER & FRICK ..... Burd and Ridge
BUTLER BROS. ..... 2333 Olive
BARKLEY & DUBAIL ..... Laclede and Garrison
K. BODERKE ..... 6401 Kennerly
J. BAUMER ..... 2701 N. Ninth
H. BOSSE ..... 4900 St. Louis
MRS. B. E. BERNIS ..... 3229 S. Broadway
J. BERGER ..... 1234 N. Ninth
J. F. CAMPBELL ..... Grand and Page
A. J. CUENDET ..... Walton and Delmar
CITRON BROS. ..... Sixteenth and Carr
J. F. CONRAD GRO. CO. ..... 618 Locust and ..... 4679 Delmar
CAWEIN & BURKHARD ..... 248 Laclede
F. S. COLLIER ..... 2535 Pine
F. C. CHAPMAN & SON ..... 3628 Laclede
G. F. CARTER ..... 4501 Gibson
JAKE COLODSKI ..... 1126 Biddle
T. DAUENHOCK ..... Hickory and Missouri
H. J. DIEPE ..... 3207 Shenandoah
DIEKEMPER GRO. CO. ..... 3320 N. Grand
E. L. DEUBERT ..... Richmond Heights
R. J. DUERKOP ..... 3058 Salena
C. G. DEISEL ..... Bayard and Suburban
DENKHOFF & RIENE ..... Park and Mississippi
F. DEINZ ..... 1321 Gratiot
G. DAMHORST ..... Twentieth and Biddle
F. DEMPSTER ..... 1701 Piedmont
A. P. DEBRECHT ..... McNair and Lynch
C. DAUBENDICK ..... Fourteenth and Angelica
GUS DICH ..... 3600 Bingen
J. N. ELLEDGE ..... Lemp and Lynch
F. EMORY ..... 2700 Chouteau
ESSELBRUEGGE CO. ..... Thirteenth and Monroe
ESCHRICH BROS. ..... Grand and Gravois
E. W. EHRIG ..... 3530 N. Broadway
ESSELBRUEGGE MER. CO. ..... 3444 N. Broadway
EPCTURE GRO. CO. ..... 2[illegible] N. Boyle
J. W. ELERS ..... Gravois and Oregon
E. A. EKKENS ..... Natural Bridge rd
FAERBER BROS. ..... 2701 Indiana
J. FREWER ..... 1300 Bayard
J. FAUST ..... 1401 Easton
H. C. FREVERT ..... Tenth and Benton
MRS. H. FUHRER ..... 4572 Easton
H. C. FINKE ..... Fourteenth and Carr
B. FELDMEIER ..... Blair and Mallinckrodt
F. FELTMAN ..... 3239 S. Broadway
W. O. GIBSON & SONS ..... 1924 Olive
GEBHARDT GRO. CO. ..... 1302 Ivory
GIBSON & MARCH ..... Seventh and Market
P. GREVE ..... 4423 N. Broadway
GILL BROS. ..... 4647 Easton
GRAND AV. GROCER ..... Monroe and Caroline
J. GOODMAN ..... 1501 Morgan
A. GOLDSTEIN ..... 614 N. Eighth
H. H. GOLDSMITH ..... 1809 Biddle
GRAVOIS GRO. CO. ..... 3000 Gravois
GREAT ATLANTIC AND PACIFIC TEA CO. ..... 112 N. Broadway
H. GLASER ..... 1443 Biddle
S. GOLDMAN ..... 1200 N. Twelfth
A. GOLDSTEIN ..... 816 N. High
M. GRUPEN ..... Jefferson and Geyer
GLASER BROS. ..... 1209 Morgan
J. J. GUCKER ..... 2759 Nebraska
J. J. GOCKEL & CO. ..... Francis and Cass
HAMILTON MARKET ..... Hamilton and Maple
HALL GRO. CO. ..... Nineteenth and Biddle
D. L. HATTON ..... 4258 Olive
HUHN PETERSON & CO. ..... 2568 University
HELLERS ..... 1908 Brooklyn
H. HEINRICK ..... Walton and Page
S. HENNESSEY ..... Belt and Ridge
HACKMAN BROS. ..... Russell and Vandeventer
J. H. HAGEMAN ..... 2246 Sullivan
A. C. HALBACH ..... 224 and Benton
W. M. HERTLING ..... 4463 Manchester
G. PHIL HOFFMAN ..... 2415 N. Grand
A. HEMMELBARTH ..... 1634 Biddle
A. & F. HALTWANGER ..... 1924 Olive
HEITMAN BROS. ..... Windsor and Vandeventer
J. HAUN ..... Elliot and Montgomery
W. HALL ..... 1931 Biddle
HALWE BROS. ..... Union and Suburban
JOB HARRIS ..... 1602 N. Ninth
M. HENNESSY ..... 223 Davis
H. HAVERSTICK ..... Semple and Cote Brilliante
MRS. HAMM ..... 822 Biddle
A. HEEGE ..... Clayton, Mo.
H. P. JUNG ..... 4109 Shenandoah
P. JULIUS ..... 3132 Pleasant
M. JASPERSOR ..... 1918 N. Tenth
W. JACOBS ..... 3125 Cottaneau
H. P. JUNG ..... 1109 Compton
MRS. P. KLING ..... 1539 S. Third
A. KAHMAN ..... 3124 Easton
J. KRAMER ..... 2500 Cherokee
J. J. KUNZ ..... 2839 Clark
E. A. KRUKENCAMP ..... 3639 Thomas
A. F. KLUTE & SON ..... 2900 Shenandoah
L. KOHNER GRO. CO. ..... Vandeventer and Olive
H. W. KICKER ..... 22nd and Randolph
G. KARL ..... 2110 S. Jefferson
C. KOHLER ..... 4974 Delmar
GUS KLEIN ..... 2100 N. Ninth
C. H. KUHS ..... 1736 N. Ninth
T. J. KASTNER ..... 4257 Olive
O. J. KLINGER ..... Seventeenth and Franklin
F. KOCH ..... 11th and Morrison
W. KUHNKEF ..... 2500 Missouri
PHIL KRAUME GRO. CO. ..... 2733 Chouteau
S. KLINGMAN ..... 1901 Biddle
C. KRANSBERG ..... 1805 N. Ninth
A. KATZ ..... Twentieth and Wash
J. LANDLER ..... 1539 N. Nineteenth
J. F. LUEBBE ..... 4300 Olive
J. LINDENSCHMIDT ..... Euclid and McPherson
A. LEIGHT ..... 4628 Michigan
HENRY LUTTNER ..... 15th and Mullanphy
H. W. LUECKE BROS. ..... Taylor and Olive
A. B. LANG ..... Blackstone and Page
J. LEVITT ..... Ninth and Biddle
O. F. LEMPKEMEIER ..... Blackstone and Page
O. F. LAGER ..... Fourteenth and Madison
W. M. MEYER ..... Nineteenth and Benton
MENETREZ & THOMAS ..... 1956 Arsenal
F. MERZ ..... 1135 Pine
MUELLER BROS. ..... Grand and Kossuth
MAYN & ROBERTS ..... 4059 Olive
C. W. MUELLER ..... 2329 S. Broadway
F. E. MASCHOFF ..... Marcus and St. Louis
C. MEDAR ..... Nineteenth and Dodier
N. McCORMICK ..... 2902 Iowa
MONERIEF, F. C. & CO. ..... 1317 Arsenal
F. W. MILLER ..... 6022 Virginia
S. MARTIN ..... 3011 Lawton
CHARLES MUELLER ..... Ascalon, Mo.
W. M. MUERLING ..... Gratiot and Sarah
J. MUELLER ..... Carondelet, Mo.
H. G. MOEHLE ..... 2203 Morgan
JAMES MEYER ..... 2201 Cass av.
H. A. MODER ..... 2001 Allen
P. McDONALD ..... 2714 Clark
J. W. McKINNEY ..... 2836 Laclede
N. NINEER ..... 2110 Magazine
PHILIP NEUN ..... 9[illegible] Ange and Park
NEW IDEA GRO. CO. ..... 2712 Franklin
F. L. ORTH ..... 4900 Page
P. L. OBERBURG ..... 2201 Meramec
H. OETTER & CO. ..... Laclede and Newstead
MRS. O'NEILL ..... 3401 Arsenal
P. PALLETT ..... 2339 N. Market
P. POLKLAESENER ..... 2031 N. Sarah
R. P. PLEGGER ..... Vandeventer and Lincoln
AUGUST PLEGGER ..... Gano and Carter
R. N. POULIN GRO. CO. ..... 27th and Olive
PUNDT BROS. ..... 2837 Lafayette
J. C. QUIGLEY ..... 4244 Finney
W. A. QUIGLEY ..... 2746 Chouteau
RISING SUN TEA CO. ..... 2129 S. Broadway
A. J. REHKAMPER ..... Garrison and Thomas
H. RAINER ..... 2126 Franklin
B. RECKER ..... 2201 Dodier
J. ROEMER ..... 4943 Delmar
J. J. ROBERTSON ..... 2[illegible] Euclid
J. RESINCK ..... 1103 Morgan
J. ROTTY ..... 2325 Arsenal
W. E. REID ..... Euclid and Suburban
MRS. LOUIS REMMERT ..... 2900 Hebert
M. ROSENTAUGHT ..... 1527 Washington
O. RELLER ..... Ferguson, Mo.
L. SEESOLD ..... 4600 Page
F. STEGONG ..... 2301 Carr
H. SCHAEFER ..... 114 N. Eleventh
SCHUMACHER & BROS. ..... 2202 Shenandoah
C. E. SAGERS ..... 4300 Minnesota
F. STAMMER ..... 2012 S. Jefferson
STUCK & CO. ..... Taylor and St. Louis
F. SCHWEIKER ..... 901 Wash
MRS. SULLIVAN ..... 4127 Lexington
H. F. SENTKO ..... Warne and Florissant
WM. STOEPELWORTH ..... 14th and Clinton
M. STOLTMANN & SONS, C. SCHMIDT ..... Beaumont and Laclede
MRS. E. SEATTLE ..... Nineteenth and Wright
W. J. SCHWARTZTRAUBER ..... 4300 N. Broadway
C. E. SAYER ..... 3356 Rulee
SPIEGEL & FRIEDMAN ..... 3003 Minnesota
FELIX SCHAFER ..... 4204 Page
H. W. SPRINGER ..... 2722 Gravois
H. C. STRAUBE ..... 4901 Blair
H. STUMPE ..... 12th and Montgomery
STEVENS & BOHLING ..... 1905 N. Vandeventer
A. STRICKLAND ..... 820 N. Taylor
AUGUST SCHUMACKER ..... Tower Grove and Manchester
A. SEAMAN ..... 3008 S. Jefferson
YAMMEL PACKING CO. ..... 816 N. Ewing
W. A. TRUMAN ..... 161 Market
USONA GRO. CO. ..... 2[illegible] N. Newstead
UNION GRO. CO. ..... 1116 King's highway
J. VOGEL ..... 4100 Cook
THE VOGES ..... 4874 Easton
FRED VELDE ..... 2[illegible] Easton
H. W. VELDE ..... 3100 Page
A. H. WASSNER ..... 4004 Nat. Bridge rd
WM. WINKELMAN ..... Twenty-third and Benton
A. H. WASSMANN ..... King's highway and Natural Bridge rd
WM. WINDMUELLER ..... 2001 Warren
A. WASSERMAN ..... Eighth and O'Fallon
JNO. P. WEBER ..... 4300 Olive
GEO. WASKERLIN ..... 1201 S. Broadway
SMITH WALKER ..... 2302 Olive
WENGEL & MOLLENHOFF ..... 6001 Michigan
C. A. WARNER ..... 3942 N. Twenty-fifth
P. ZELIMAN ..... 2529 S. Broadway
ZURHIDE BROS. ..... Olive
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TENNESSEE CENTRAL DEAL MAY BE ANNOUNCED TO-DAY.

Officials of the Illinois Central passed through Evansville, Ind., last night, according to dispatches, en route to Nashville, Tenn., where they will probably announce to-day the general terms of the agreement whereby the Southern Railway and the Illinois Central will enter into use of the Tennessee Central and the Nashville Terminal roads.

This agreement, as understood, is between the Tennessee Central and the Standard Trust Company of New York. The trust company, in behalf of the Southern, and the Illinois Central has obtained a three years' option on the Tennessee Central and the Nashville Terminal. While the option lasts, says a message from New York, the Tennessee Central and the Nashville Terminal are to retain their titles and management. For the option the trust company is to pay the Tennessee Central 3 per cent net on the investment.

The party which passed through Evansville last night in a private car consisted of Stuyvesant Fish, Governor Deneen of Illinois, J. T. Harahan, W. Morton Grinnell, John Jacob Astor, Charles Peabody, Charles M. Beach, John Welling, Cornelius Vanderbilt Jr., Walter Lutgen and John W. Auchincloss.

Pennsylvania Coal Road.

REPUBLIC SPECIAL.

Pittsburg, Pa., Oct. 19.—According to an announcement made late to-night the Pittsburg district is to have opened within the next eighteen months a new rail