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THE ST. LOUIS REPUBLIC.

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NINETY-EIGHTH YEAR.

THURSDAY, MORNING, OCTOBER 26, 1905.

PRICE
In St. Louis, One Cent.
Outside St. Louis, Two Cents.
On Trains, Three Cents.

SUMMARY OF The St. Louis Republic Thursday, October 26, 1905.

THE WEATHER.

FAIR TO-DAY.
Forecast for St. Louis and vicinity: Fair and warmer to-day; northerly winds, shifting to easterly.
For Missouri: Fair and warmer to-day; fair and cooler in north portion to-morrow.
Yesterday's Conditions.
Weather: Light rain in forenoon; clear in evening. Temperature: Maximum, 54 degrees; minimum, 40 degrees. Wind: Light, easterly, northeast, maximum velocity, twenty miles an hour at 7 p. m. Precipitation: At St. Louis, .14 inches; at 7 p. m., .12 of an inch. Humidity: Maximum, 85 per cent at 7 a. m.; 68 at 7 p. m. Barometer: At 7 a. m., 30.00 inches; at 7 p. m., 29.99 inches. Stage of the river, 24.5 feet at 7 a. m.
Sunrise, 6:50; sunset, 5:06. Length of day, 13:16.
New moon, October 26, first quarter, November 9, full moon, November 22, last quarter, November 29.

Forecast for Near-By States.
Washington, Oct. 25.—Forecast:
Indiana—Fair to-day; warmer in north and central portions; fair to-morrow; fresh east to south winds.
Illinois—Fair and warmer to-day; fair to-morrow; fresh east winds, becoming south and light.
Arkansas—Fair to-day and to-morrow.
Oklahoma, Indian Territory and Kansas—Fair and warmer to-day; fair to-morrow.
Eastern Texas—Fair to-day; warmer in north portion; fair to-morrow; light to fresh north winds, becoming variable.
Western Texas—Fair and warmer to-day; fair to-morrow.
Louisiana—Fair to-day; warmer in east portion; fair to-morrow; cooler in central and east portions.
Nebraska—Fair to-day; cooler in west portion; fair to-morrow.

FEATURES OF TODAY'S NEWS.
1. Explosion on Sand Dredge.
2. Jerome's Opponent Withdraws.
3. Hartman's Record Trip.
4. Mutual Life Investigation.
5. Two Men Killed in Wreck.
6. Equitable's Business Decreases.
7. Denounces Governor Davis.
8. More Uprising Threatened.
9. "Little Man With Big Voice."
10. Chicago Dental Students' Fight.
11. Investment Company Hearing.
12. Miss Ruth Spencer's Wedding.
13. Little Kanawha Sale Confirmed.
14. Southwest Roads Resume Traffic.
15. Looks for Wife and Star Boarder.
16. Missouri Presbyterial Synod.
17. Last of Burglar Gang Convicted.
18. Will Redecorate Post Office.
19. Hearings on Adultery in His Baby.
20. Bishops to Try Heresy Case.

TAFT SAYS HE WILL NOT MAKE CAMPAIGN FOR THE PRESIDENCY

Washington, Oct. 25.—The Post-to-morrow will say: "Secretary Taft said yesterday: 'I have no intention of resigning from the Cabinet to make a campaign for the presidency, and furthermore, I have no intention whatever of making a campaign for the office of the nation's chief executive.'"

"Secretary of War Taft is not planning to enter a campaign for the presidency, has no intention of doing so, is content with his seat in the Cabinet, and means to stay there as long as the President desires it."

"Such is the substance of an announcement made by him yesterday, and which will tend to put at rest, temporarily, at least, the talk of his being a presidential candidate."

"I am satisfied with my present place, and shall be pleased to remain in the Cabinet as long as I can," added Mr. Taft.

"I have already said that I have no intention of becoming a candidate for the presidency, and authorized no one to spring the 'presidential boom,' as it has been called."

FLAMMER QUILTS IN JEROME'S FAVOR

Republican Candidate for District Attorney of New York Withdraws From Race.

REFORMERS' CHANCES GOOD.

Believed That He Will Defeat Osborne, the Tammany Nominee—McLellan Rules a Favorite.

SUCCESS OF INSURANCE INQUIRY DUE LARGELY TO ATTORNEY HUGHES

CHARLES E. HUGHES.
Chief counsel of the Insurance Investigating Committee of New York, who declined the Republican nomination for Mayor of New York, that his work might not be hampered. It is largely due to Mr. Hughes's skillful questioning of witnesses and his close technical knowledge of insurance affairs that the inquiry has brought to light so many unexpected and sensational facts.

ESCAPING GIRLS JUMP TWENTY FEET

Three inmates of House of Good Shepherd Make Successful Leap for Liberty.

POLICE CAN'T FIND THEM.

Hang From Ledge of Window by Hands and Then Drop to Ground—Get Out Through Insecure Gate.

VANDIVER HEARS LAST ARGUMENTS

Examines Petitions From Five Hundred New York Life Policy Holders Presented by Judson.

MATTER UNDER ADVISEMENT.

ERA OF THE SOUTHWEST

Mineral Resources of White River Valley Vouched for by Geological Experts.

PURE LEAD AND ZINC FOUND.

Rich Agricultural and Hard Timber Lands Make Marion County, Arkansas, a Home-stader's Paradise.

Yellville, Ark., Oct. 25.—When Mr. George J. Gould was figuring on building a railroad through the White River Valley, with the ultimate idea of connecting his Western lines with the Southeast by way of Memphis, he rightly conjectured that the untouched resources of the tributary country would eventually pay the freight for the road's construction.

He also took cognizance of the reported rumors that there was vast mineral wealth in the regions which the new road would touch. For many years there were whispers of the lead and zinc, and many other brands of mineral lying dormant in that particular portion of the Ozarks.

When the road was being projected Mr. Gould determined to find out for himself the worth of the stories. He sent three distinct parties into Northwestern Arkansas and southwestern Missouri, through the counties lying between Carthage, Mo., and Yellville, Ark.

In the parties were geological experts, mining engineers and explorers, who were capable of making a just estimate of the condition of affairs, geologically and mineralogically speaking. No one in the parties knew that either of the other two was out for the same purpose.

The results of the investigations have never been made public in an official manner, but enough has been learned from the New York offices of Mr. Gould to make it a certainty that in the White River Valley there is mineral wealth which astoundingly even the most enthusiastic reports of the trio of investigators agreed in every detail, and at the present time there is no mineral land which can be purchased and the roles of an "Arkansas Joplin" are reaching the headquarters of the lead and zinc magnates. The great bulk of such surprising nature that theories of supply and demand are being quietly, but certainly, revised.

Contractors excavating for the right of way for the new railroad have turned out chunks of lead ore remarkable for its quality, as big as a man's head.

Between Cotter, on the county line between Baxter and Marion counties, and Yellville, the county seat of Marion County, are to be found the most important mining developments, and coincident with the coming of the railroad the mining business has received a wonderful impetus, and now the region for miles around has been converted into a forest of derricks and the usual impedimenta which mark the mining districts.

North of Cotter is what is known as the "Hinton Creek" district, and here there are found both zinc and lead. Southward of Cotter, in the "Russo Creek" district, there is zinc only, and from both districts the native ore is being shipped in great quantities to the smelters, the nearest of which are at Joplin and that section of Missouri.

What is necessary to the power Arkansas district is coal in quantities sufficient to permit of the smelting of the ore at a profit. There is undoubtedly coal in the adjacent territory.

Experts believe that one of the greatest coal beds yet to be discovered lies in this vicinity, but so far there have been no important strikes made which reveal the fact.

The Joplin district smelters get all the ore which is being mined, and being so near the oil fields of Kansas, together with the neighboring coal fields of Pittsburg, are in a position to reduce the naked product to a commercial basis, at much cheaper figure than can be met at the present time in Arkansas.

This is one of the reasons that the Joplin magnates fail to attach much importance to the new districts of the White River and confident in the abundant resources of the Missouri fields they have paid but little attention to what has been done in the last year and a half in Marion and the neighboring counties.

Here is a sample of what has been done along the White River, a statement vouchsafed by Mr. Z. Pruitt of Yellville:

"At Lead Hill, in Marion County, Mr. H. C. Billeau homesteaded in 1894, discovering a ledge of pure lead on his farm. He sold his land for \$5,000.

"This ledge was uncovered and revealed a mass of lead that seems almost incredible. It is of the blanket formation, twenty inches thick, fourteen feet wide and on June 4, 1895, had been run back sixteen feet, showing the same thickness. A drill hole 100 feet back showed the vein still there.

"It is a well-known fact that for years when the boys and girls wanted money for clothes and books they would grab pure lead out of these hills, haul it to Chadwick and Duluth, Mo., and sell it for cash. Forty-eight tons of pure lead have been broken off at the Billeau."

The best zinc comes from north of Yellville, and is reported as of the highest grade.

What is said to be the largest single chunk of zinc ever mined came from a Marion County mine. It is now a part of the mineral exhibits in the Field Columbian Museum.

Continued on Page Two.

WHERE SCHOOL CHILDREN GRUB LEAD TO BUY BOOKS

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TO BECOME KING OF NORWAY UNDER TITLE OF HAAKEN VII.

HERALD POLL.
To ascertain the Jerome sentiment, the Herald today caused polls to be made of the two well-known business establishments, Messrs. J. Rogers, wholesale shoe dealer, No. 231 Duane street, and John & Fink, chemists, No. 129 William street.

Persons in authority approved the canvass, and proved to be supporters of the Democratic ticket, but caused it to be known that the employees were free to vote as they pleased.

Mr. Jerome shows a most surprising drift to Mr. Jerome. Of 151 voters in both establishments, 122 declared their intention of supporting his ticket, and voting for Jerome. Eighty-two of them proposed to vote for Hearst and Jerome; 37 for Ivins and Jerome; 3 for McCellan and Jerome; and five said that they intended to vote for Jerome and no other candidate. Twelve were for the straight Tammany ticket and seven for the straight Hearst ticket. Flammer did not get a vote.

Betting odds did not change materially in the Broad street curb to-day, but interests in the campaign was evidenced by the large number of wagers made.

McCellan and no other candidate, favorite, the odds varying from 4 to 1 to 2 to 1, and closing at 5 to 1. Jerome did not gain anything in today's betting, the flood of money which came into Wall street on Tuesday holding the odds against him at 2 to 1.

There was a slight diminution of the enthusiasm which was evident on Tuesday concerning the probable number of votes which Hearst will poll. It was even money today that the head of the Municipal ownership ticket would not poll 25,000. Fred McDonald bet \$500 to \$250 on Hearst. Two straw votes were taken on the curb market to-day, which resulted as follows: McCellan, 62; Ivins, 27; Hearst, 11. For District Attorney: Jerome, 52; Osborne, 9; Flammer, 7.

WANT ADS

On Pages 12 and 13, Birth, Marriage and Burial Records and New Corporations on Page 12. Death Notices and Announcement Ads on Page 9. Yearly Movements on Page 2. Railway Time Tables on Page 14.

FOREIGN

Battle with Merow considered imminent when General Wood reaches Zamboanga, Philippine Islands. PAGE 2.

St. Petersburg is almost cut off. Moscow is threatened and smaller towns are isolated by railroad strikes. PAGE 4.

WASHINGTON

Bishops formulate governing Board of M. C. Church. South, convene in Washington, D. C. PAGE 18.

MISSOURI

Superintendent Vandiver hears protests of New York Life attorneys against his plan to take away company's license to do business in Missouri. PAGE 1.

CITY AND SUBURBAN

Edward Burkhardt and John C. (Soldier) Wilson, last of daylight burglar, are convicted. Burkhardt, who was a witness, is paroled. PAGE 10.

Brilliant reception follows wedding of Miss Ruth Spencer. PAGE 8.

Ben Brown, the "little man with the big voice" train caller at Union Station celebrates thirtieth anniversary of his wedding. PAGE 2.

Witness denies that lawyers instigated shareholders' suit against North American Investment Company. PAGE 4.

City's bird shiver in big bird cage in Forest Park will officials plan theatricals at garden. PAGE 4.

John Winkelmeier of Granite City, Ill., asks detectives to search for his wife and star boarder, who disappeared simultaneously. PAGE 11.

Two men were blown to pieces and four others were endangered by explosion on a sand dredge at the foot of North Market street. PAGE 1.

W. H. Dalstrom, fireman, and W. J. Matthews, brakeman, were killed in collision at St. Clair, Mo. PAGE 12.

E. F. Kissella of Springfield, Ill., gets contract to redecorate St. Louis Post Office. PAGE 18.

Bruise on abdomen proves fatal to 2-month-old baby. PAGE 16.

Mr. and Mrs. Joseph I. Kenagaw were married six months ago, but this fact has just been made known, as a result of an investigation made by the bride's sister. PAGE 2.

August S. Shady, president of Missouri-Louisiana Trust Company, returns from Europe and gives his impressions of foreign cities. PAGE 7.

GENERAL DOMESTIC

Harriman's special train arrives in Chicago ahead of schedule time, and departs hurriedly for the East. PAGE 1.

Board of Directors of Mutual Life Insurance Company orders investigation of company's affairs. PAGE 2.

President Roosevelt is entertaining guests at Little Rock, where he will discuss 400 persons, he departs for New Orleans. PAGE 7.

Arkansas Convention of Daughters of Confederacy denounces Governor J. B. Foran Davis. PAGE 3.

Twenty-five Chicago policemen and nearly 200 dental students engage in a fierce fight. PAGE 4.

Report of the Equitable shows company's business in last three months has decreased. PAGE 2.

Charles A. Flammer, Republican candidate for District Attorney of New York, withdraws in favor of Jerome. PAGE 1.

RAILROADS

Sale of Little Kanawha Steamboat's railway and coal lands is confirmed. PAGE 4.

Trouble impending between two factions at Interstate Commerce Law Convention on railroad regulation. PAGE 4.

SPORTING

Marquard Schwartz of St. Louis will swim Handy for Western championship in Chicago to-night. PAGE 10.

C. H. defeated Barnes Miller by a score of 6 to 4 in a hard-fought game yesterday. PAGE 13.

St. Raymond established a new world's record with 22 safe hits. PAGE 13.

TRAINS OUT OF ST. LOUIS TIED UP BY FLOODS.

Washing Away of Culverts Blocks Traffic—Way He Able to Resume Schedule To-morrow.

Owing to the flood of Tuesday afternoon and evening, trains are unable to reach their destinations in the State. Many culverts have been washed away, and it is impossible to reach Jefferson City.

Missouri Pacific trains Nos. 3 and 7 were compelled to use the Washburn tracks to Kansas City yesterday. Missouri Pacific train No. 9 to Sedalia, used the M. & K. T. tracks to Hannibal, and from there to Sedalia ran over the Burlington tracks.

The Washburn and M. & K. T. are running as usual. The washouts Tuesday did not affect those roads. The Missouri Pacific is practically in the same condition it was last week.

An unusually large number of laborers has been put to work on the places affected, and it is believed that the trains will be able to run as usual by to-morrow.

HOTEL JEFFERSON FREIGHT ELEVATOR STRIKES ROOF.

Flames Unmanageable at Eighth Floor and Sixteen Landed—Escaped Injurers.

A freight elevator at the Hotel Jefferson, Twelfth and Locust streets, became unmanageable at the eighth floor about 10:30 o'clock last night and crashed into the roof.

Albert Crawford, who has charge of the elevator, and a heliway were in the car at the time, but escaped injury.

The elevator crashed into the roof four stories above and did \$500 damage.

TEN HURT IN KANSAS WRECK.

Three Arkansas Persons Injured in Collision at Pittsburg, Kas.

KANSAS CITY, Mo., Oct. 25.—In a head-on collision to-day between Kansas City Southern passenger train No. 4, north-bound, and a switch engine in the grade of the road at Pittsburg, Kas., ten persons were thrown from their seats in a coach and injured and two engines and a mail and baggage car wrecked. The injured were brought here. Among them are:

Lester Luther, Savy, Ark.; badly bruised about body.

A. E. Bromer, Ardert, Ark.; back injured.

P. S. Pansy, Haller, Ark.; side injured.

TRAINS CLIPS EIGHTEEN HOURS OFF THE RECORD.

Hartman Special Reaches Chicago That Much More Quickly Than Overland Limited.

Chicago, Oct. 25.—The special train of E. H. Hartman, upon which Miss Abbe Roosevelt is a passenger, arrived in Chicago to-night at 8:06 o'clock, fifty hours and forty-four minutes actual running time since starting from Oakland.

The train pulled into the Northwestern yards something over an hour earlier than expected.

It was at once transferred to the Belt Line, and switched around the city to the tracks of the Lake Shore and Michigan Southern Railroad, at Forty-third street, and from this point was started on its journey east at 8:07 o'clock, having been within the city limits of Chicago one hour and two minutes.

The crew of the train and the passenger officials of both the Northwestern and the Lake Shore railroads asserted that no effort whatever was being made to establish a record, but that the train was being pushed through at a swift and steady pace, with the idea of having as little delay as possible en route.

Despite this, however, they made the distance from Oakland to Chicago in just eighteen hours less than required for the Overland Limited, which is the fastest train of the Chicago and Northwestern and Union Pacific railroads between Chicago and San Francisco.

The run from Omaha to Chicago, 400 miles, was made in ten hours and fifty minutes. The time schedule of the Overland Limited between Omaha and Chicago is twelve and one-half hours.

HELD ON "MASHING" CHARGE.

Man Giving Name of Charles J. Leonard Arrested at Station.

A man giving the name of Charles J. Leonard, a ticket broker, of No. 206 Park boulevard, was arrested at the Union Station last night by Policeman Combes and Private Watchman McKee on a charge of disturbing the peace.

The complainant in the case is Mrs. Flora Edwards of Swanwick, Ill. She charges that Leonard accosted her and asked her to accompany him. The city has as a witness Daniel McNamara of Seventh and Pine streets.

OPERATORS PUT OUT FIRE.

Window Sash in Western Union Building Ablaze.

Fire broke out in a window sash on the third floor of the Western Union building on Pine street between Fourth street and Broadway late last night. There was some excitement among the women operators, who work on that floor.

Tell fire was extinguished in a few minutes. It is supposed to have started from a match or cigarette thrown down.

N. M. O'Neil, wire chief, and Joseph Rapp, an operator, put out the fire and quieted the women operators.

CHICAGO LAWYERS DISBARRED

Illinois Supreme Court Strikes Four From Ranks.

REPUBLIC SPECIAL.
Chicago, Ill., Oct. 25.—Four Chicago lawyers were disbarred to-day by the State Supreme Court at Springfield, and their names were ordered stricken from the roll of attorneys.

The four men who drew down upon themselves the wrath of the State's highest tribunal are William Eugene Brown, James H. Hooper, Richard Hugard and Morris Pritch.

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TWO BLOWN TO PIECES BY DREDGE BOILER EXPLOSION

Machinery in Sand Craft Gives Way While Crew Is Preparing to Quit Work for Day

SURVIVORS TAKEN FROM RIVER

Fragments of One Victim's Clothing Are Picked Up on Adjoining Boat.

CAPTAIN HAD JUST DEPARTED.

Rescuers in Skiffs Search the Stream in Vain Attempt to Find Bodies of Fireman and Laborer.

HEAD AND INJURED IN BOAT EXPLOSION.

Edward Erhardt, 35, engineer and pump hand, negro, 45, fireman and pump hand, INJURED.

Gas Miller, pump hand, blown into river.

James Short, pump hand, blown into river; back hurt.

George Finch, pump hand, blown into river.

Without the slightest warning the sand dredge, colored by the Colorado Sand and Gravel Company, anchored off the foot of North Market street, blew up at 6:10 o'clock last evening, blowing two of the crew to pieces. The survivors tell graphic stories of the awful explosion and their own escapes. The explosion was heard for miles around and buildings in the vicinity were shaken to their foundations.

There were five men aboard the dredge at the time of the explosion. The dead men are: Robert Hoard, 45 years old, colored, a fireman; Edward Erhardt, 35 years old, engineer and pump hand, and the men who escaped were Gus Miller, James Short and George (Shorty) Finch. They were blown into the river and were rescued by two men aboard the tug Colorado, which was anchored alongside the ill-fated sand-digger.

The sand-digger was anchored about 150 feet from the foot of North Market street. Two sand barges were tied alongside the dredge. The tug Colorado, which is used to haul the barges to and from the digger, was lying between one of the barges and the digger. The captain of the dredge, James Rowley, and the night watchman, Lee Garrett, of No. 125 North Market street, were aboard the tug when the accident occurred.

According to Garrett's statement, the men on the digger were just finishing up their work for the day. Captain Rowley had already crossed over to the tug and was preparing to go ashore. The five men on the digger were busy with the finishing touches. Suddenly there came a terrible noise and the men on the tug were thrown flat on the deck. When they got up to see what was the trouble the air was filled with steam and smoke and flying debris. The digger was out of sight, having sunk almost instantly.

ATTEMPT AT RESCUE.

Garrett and Rowley at once set to work to see if they could find any of the crew if the ill-fated digger. Short and Miller were struggling in the water near the tug and Garrett pulled them aboard. Finch climbed aboard a moment later. Short's back was wrenched, but he was able to walk home.

The two men on the tug were uninjured, but badly scared. The tug was not damaged much, except that all the windows in the pilot-house were broken. The dredge sank where she was anchored and the anchor lines were still intact after the explosion. One of the barges broke loose from the dredge and floated down the river, but was afterwards recovered.

The Miller, Short and Finch escaped death was a marvel. They were unable to explain their escape beyond saying that all they knew was that there was a terrific noise and then they found themselves in the river. The other two men on the digger must have been blown to pieces, for not a trace of them could be seen, except portions of Edward Erhardt's clothing. This consisted of a pair of trousers, a pair of overalls and a vest. The trousers were a new pair and Erhardt had taken them off while at work. The overalls he had on while at work were found, with one of the legs blown off, on one of the barges. A letter in one of the pockets identified it as belonging to Erhardt. The condition of the overalls leads to the belief that Erhardt was blown to pieces. Not a sign of Hoard or his clothing was to be found, although an employe of the company searched the river in a skiff.

Gus Weimer, who lives at the foot of Buchanan street, and is employed as a night watchman aboard the digger, had a narrow escape. When the explosion occurred he was rowing out to the digger to begin his work for the night. In a minute or two more he would have been aboard. As it was, he was blown to almost deafness, and had a difficult time keeping his skiff upright on account of the waves that were caused by the explosion. After the explosion he rowed to the tug in the hope of helping the crew, but they had already departed the tug.

No one seems to know what caused the explosion, and all that the survivors can say is that they heard a terrific noise and then it was all over. Persons for blocks around heard the noise, and rushed to the ferry landing at the foot of North Market street. The explosion was heard as far west as Fourteenth street. Fighting in the neighborhood was shaken. A boy who was at the ferry landing after the explosion said that his grandmother, who lives at Broadway and North Market street, was thrown out of her rocking chair by the explosion. Pieces of the digger flew through the air and landed on the shore. One piece of pipe struck the side of a saloonhouse on the ferry landing and stove a hole in it.

Lee Garrett said that the men were working right behind the boilers when the explosion occurred. A few minutes later their work for the day would have been finished. The crew of the tug had already