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"THE CLANSMAN" LIBERALLY APPLAUDED.

Thomas Dixon's New Play Presented for the First Time at Atlanta, Ga.

REPUBLIC SPECIAL.

Atlanta, Ga., Oct. 30.—"The Clansman," Thomas Dixon Jr.'s new play, was presented for the first time at the Grand Opera-house to-night.

A packed house witnessed the drama of the Kuklux Klan. The audience was notable not only for size, but it was composed of the most prominent people in the city. Governor Terrel of Georgia occupied the stage box and joined heartily in the frequent outburst of applause.

Mr. Dixon, the author of the play, and George H. Brennen, director of the tour, came from New York to witness the opening performance.

Another New Yorker present was A. W. Dingwall, proprietor of the Broadway Theater, who is negotiating for an indefinite run of "The Clansman" in his Metropolitan playhouse at New York.

At the conclusion of the third act there were so many calls for the author that Mr. Dixon stepped in front of the audience. He thanked the audience for the manifestation of approval they had given his play. The indorsement of Atlanta, he said, voiced the verdict of the entire southern section of this country. Mr. Dixon said he hoped the North would take just as kindly to the play as the South. He wrote it, he said, for the entire country, irrespective of sections.

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.

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

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DEATHS.

ALLEN—On Monday, October 30, 1905, at 12:30 a. m. Oliver H. Allen, beloved husband of Minnie Allen (nee Stellies) and brother of Henry J. Allen, John Charlton, Mrs. Charles E. Swingley and the late Mrs. Harriet Terry, aged 45 years.

Funeral from residence, No. 3712 Caroline street, Wednesday, November 1, at 1:30 p. m.

Deceased was a member of Eureka Court, No. 96, Tribe of Ben Hur.

FIEDERLING—On Sunday, October 29, 1905, at 4 a. m., Lillie Fiederling, beloved daughter of Louis and Mary Fiederling, and sister of Josephine and Dora Fiederling, aged 15 years 3 months and 10 days.

Funeral from family residence, No. 3133 Virginia avenue, on Tuesday, October 31, at 2 p. m. Interment at St. Matthew's Cemetery.

GAEBLER—On Sunday, October 29, 1905, at 1:45 a. m., Alma Gaebler (nee Inselmann), beloved wife of Frank O. Gaebler, aged 28 years.

Funeral Tuesday, October 31, 1 p. m., from residence, No. 2848 Texas avenue, to Church of Jesus, Twelfth and Victor streets. Interment at St. Matthew's Cemetery.

GILL—On Monday, October 30, 1905, at 11:45 a. m., after a brief illness, Thomas Gill, beloved husband of Celia Gill (nee McNulty).

Funeral will take place on Thursday, November 2, at 9 a. m., from family residence, No. 3127½ Easton avenue, to St. Alphonsus's Rock Church, thence to Calvary Cemetery. Friends of the family respectfully invited to attend.

Deceased was a member of Plumbers' Laborers, No. 32.

Cincinnati and Philadelphia papers please copy.

HOFMANN—On Sunday, October 29, 1905, at 5 a. m., Oliver J., beloved son of Edward and Katherine Hoffmann (nee Barry), and our dear brother, after a short illness, at the age of 1 year 1 months.

Funeral Tuesday, at 2 p. m., from family residence, No. 3509 N. Jefferson avenue, thence to Calvary Cemetery. Relatives and friends invited to attend.

MARTELL—Entered into rest on Sunday, October 29, 1905, at 3:30 a. m., after a short illness, Emilie V. Martell (nee Kribel), beloved sister of Peter, Joseph, John, Henry and Gomez Kribel and Mrs. Elizabeth Gilbein (nee Kribel), aged 31 years 10 months and 14 days.

Funeral will take place on Wednesday, November 1, at 1 p. m., from the residence of her sister, Mrs. Elizabeth Gilbein, No. 3122 Randolph street, to Calvary Cemetery. Funeral private.

MURPHY—Entered into rest on Monday, October 30, 1905, at 3:30 p. m., Mary Murphy (nee Looney), beloved wife of Off. Charles E. Murphy, after a lingering illness, at the age of 38 years 3 months and 16 days.

The funeral will take place Thursday morning, November 2, at 9 o'clock a. m., from residence, No. 1311 North Twenty-fifth street, to St. Leo's Church, thence to Calvary Cemetery. Friends are invited to attend.

STRICK—Entered into rest, on Monday, October 30, 1905, at 11:15 a. m., Christian W. Strick Sr., aged 80 years and 9 months, beloved husband of Louise Strick (nee Hildebrandt) and our dear father.

Funeral Thursday, November 2, at 1:30 p. m., from residence, No. 1114 South Fourth street.

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RAILROADS

PASSENGER MEN IN FROM MEXICO

Special Iron Mountain Train Arrives Early This Morning, With the Association Convention Party.

The members of the American Association of Passenger and Ticket Agents and their friends, who went to Mexico two weeks ago for the association's annual meeting, returned to St. Louis at 2:30 o'clock this morning. The trip was made on a special Iron Mountain train, in charge of Assistant General Passenger Agent Payne of the Missouri Pacific and Iron Mountain System.

Although the travelers were somewhat fatigued from the long journey and the many excursions in the Republic of Mexico, they reported that they had had a most agreeable time. They expressed themselves as being grateful for the courtesies extended to them by the different railroads of the United States and Mexico.

The members of the large party came from all parts of the country, St. Louis being the starting point. Most of them will depart this morning on early trains for their several destinations.

FRISCO'S ST. LOUIS AND NEW ORLEANS LINE WORK.

Dallas, Tex., Oct. 30.—According to reliable authorities the development of the Frisco interests in Texas and the Southwest is likely to be side-tracked to some extent for a while. This, it is said, comes from a recently inaugurated policy of retrenchment made necessary or advisable by reason of great expenditures made and to be made in New Orleans and matters connected with its plan to have its own rails from St. Louis to that city.

The statement is made that the Frisco interests plan to have the finest terminals in New Orleans, and so expensive will these terminals be that over $1,000,000 was paid out at the start for the purchase of terminal property alone. The yellow fever situation halted the Frisco plans in the Crescent City, but now that the critical time has passed the plan is to at once begin work, as a result of which it is considered extremely likely that little money will be spent on work west of that taken up for some little time to come.

It is understood that the Trinity and Brazos Valley work is not included in this economical policy, but that within eighteen months at the outside the Brazos Valley will be in Dallas either over its own tracks or those of another road, while the work of extending the line from Mexia is to be pushed and other matters planned carried out.

The report is also that the Frisco interests have made considerable purchases of property in San Antonio, but figures or purposes are not given out.

Another feature of the Frisco plans is said to be that trackage arrangements have been made with the Gould lines below Baton Rouge for a New Orleans entrance and that similar arrangements for the purposes of the Frisco have been made with the Southern Railway, these to terminate upon the completion of Frisco-owned tracks from St. Louis to New Orleans.

TERMINAL IMPROVEMENTS OF ILLINOIS CENTRAL.

Chicago, Oct. 30.—The Stuyvesant dock and wharf of the Illinois Central Railroad in New Orleans, now nearing completion, will be an extra mile long, constructed entirely of steel, and viewed from the river will present an imposing appearance. The dock is only one feature of the gigantic terminal improvements nearing a finish by the Illinois Central in the Crescent City.

Besides the big wharf and dock, there will be two new grain elevators with a combined capacity of 2,000,000 bushels. The conveyors from the elevators to the dock will be of steel and will have a capacity of 90,000 bushels per hour.

The cotton warehouse will be just one-half mile long, and 175 feet in width, and will have a storage capacity of 50,000 bales of cotton. Not a piece of inflammable material has been used in its construction.

The two freighthouses will be 1,200 feet long each. The trackage facilities at the docks include three distinct yards, with a total storage capacity of 2,000 cars. The cost of the new facilities will be over $2,000,000.

One of the features of the new docks and warehouses will be the maintenance by the railroad company of a trained fire brigade, which will be on duty at all times, probably the first exclusive fire department ever maintained by a railroad company.

The Illinois Central officials have determined that the bulk of the export grain of the Middle West and the West is naturally tributary to New Orleans, and they are resolved to protect it from unnatural diversion.

SOUTHEASTERN GRAIN RATE MEETINGS OF IMPORTANCE.

The Merchants' Exchange is deeply interested in three grain-rate meetings which will take place to-day and to-morrow in St. Louis and Chicago, as all concern the grain interests of this city. Beneficial results are anticipated from the meeting in Chicago, but it is feared that the parties to the St. Louis meetings may not be able to reach such an agreement as would promise better rates.

The meeting to be held to-day at the Merchants' Exchange will have as participants the representatives of the grain dealers of St. Louis, Louisville, Cincinnati, Evansville, Memphis, Henderson, Cairo, and possibly other Ohio River cities. It is the consequence of a case which the Interstate Commerce Commission heard in July at Louisville.

The different cities made counter-charges of discrimination in the rates, especially with regard to shrinkage. The commission decided that, as there were so many cross-variances involved, the cities should be invited to reach an agreement among themselves, if possible, and then submit this agreement to the railroads. Doubt is entertained whether the representatives of the cities will be able to agree.

The grain men will assemble to-day and endeavor to come to an understanding. The conclusions of their conference will be submitted to-morrow at a joint meeting with the representatives of the railroads at the Southern Hotel. All Ohio River lines are interested.

The Chicago meeting will take place to-morrow. The committee representing the Merchants' Exchange will confer with the representatives of the Western roads, with the object of obtaining better rates on grain and grain products through the St. Louis gateway. It is understood that some favorable assurances have been received.

HIGHER ASSESSMENTS ON EAST SIDE ROADS DESIRED.

State's Attorney F. J. Tecklenburg, County Clerk George K. Thomas, County Auditor Charles Rhein and several members of the St. Clair County Board of Supervisors, departed last evening for Springfield, Ill., to appear before the Railroad Committee of the State Board of Equalization to-day, when they will ask that the Belt Lines and Terminal Railroad Association's lines in St. Clair County be assessed at a higher valuation than is now placed on these properties.

According to the members of the committee, the Belt lines are assessed at a comparatively small figure, as also are the Wiggins Ferry terminals and the Terminal Railroad Association properties.

MONROE IS HEADQUARTERS OF THE VALLEY DIVISION.

General Manager A. W. Sullivan of the Missouri Pacific and Iron Mountain system, yesterday issued a circular notice of the removal of the office of the superintendent of the Iron Mountain's Valley division from McGehee, Ark., to Monroe, La. The order will become effective to-morrow, when the superintendent and his force will go to Monroe.

NEW LINE TO SOUTHEAST SOUGHT FOR FRISCO ROAD.

REPUBLIC SPECIAL.

Paducah, Ky., Oct. 30.—Officials of the Frisco Railroad were here this afternoon examining the incline of the Nashville, Chattanooga and St. Louis Railroad. They were brought here by the Paducah Commercial Club from Joppa, Ill., twenty miles below here, where the Chicago and Eastern Illinois extends to the Ohio River.

It is proposed to use transfers between here and that town, and thereby enable the Frisco to get into Nashville.

SANTA FE SEEKING ROUTE THROUGH THE TERRITORIES.

Tulsa, I. T., Oct. 30.—The Atchison, Topeka and Santa Fe Railway Company has asked the court in Muskogee to appoint an Appraising Board to condemn a right of way from here to Shawnee, Okla., 120 miles. This will connect the branch between Independence, Kas., and Tulsa, and the Oklahoma lines in Shawnee.

HILL OFFICIAL GOING ABROAD ON STUDY TOUR.

St. Paul, Minn., Oct. 30.—Max Toltez, formerly in the mechanical engineering department of the Great Northern Railway at St. Paul, and now of Manistee, Mich., as vice president and general manager of the Manistee and Grand Rapids Railway has accepted a commission from J. J. Hill to go abroad and study railway economics in Great Britain, France, Germany, Belgium, Austria, Switzerland and Italy. He will be gone about four months.

Iron Mountain Appointments.

REPUBLIC SPECIAL.

Little Rock, Ark., Oct. 30.—R. W. Duley, former Mayor of Little Rock, was to-day appointed trainmaster of the McGehee district of the Iron Mountain, succeeding W. S. Hobbs, resigned.

H. W. Sheridan was appointed trainmaster of the Monroe and Alexandria districts, succeeding W. P. Allen, who becomes chief train dispatcher of the Monroe and Alexandria districts.

Texas Scalpers' Case.

REPUBLIC SPECIAL.

Dallas, Tex., Oct. 30.—Attorneys representing the railroads in the injunction case brought against lines in Fort Worth by ticket scalpers seeking an injunction to prevent the roads from interfering with their business, to-day filed a petition with District Judge Smith to have the case removed to the Federal Court on the grounds that the Texas and Pacific is a foreign corporation, organized under the laws of the United States. The ticket brokers will resist removal of the case on the grounds that the plaintiffs did not base the rights on a Federal law.

Mexican Central Earnings.

Comptroller Dudley has issued the following report of the Mexican Central Railway's affairs: September, 1905—Gross earnings, $2,179,651.81, an increase of $257,229.45; operating expenses, $1,527,143.46, an increase of $126,965.04, and net earnings $651,508.36, an increase of $130,274.41. For three months since June 30, 1905—Gross earnings $6,622,576.24, an increase of $654,441.79; operating expenses $4,619,026.12, an increase of $297,326.17, and net earnings $2,002,940.21, an increase of $341,109.61.

Railroad Earnings.

New York, Oct. 30.—Railroad earnings reported to-day:

Cincinnati, New Orleans and Texas Pacific—Third week October, $185,087, increase $14,404. From July 1, $2,645,879, increase, $188,184.

Atlantic Coast Line for September—Net, $288,646, increase, $9,988. Gross, $1,892,730, increase, $242,128.

Chesapeake and Ohio for September—Gross, $2,406,206, increase, $391,388. Net, $888,670, increase, $167,408.

Cleveland, Cincinnati, Chicago and St. Louis for September—Gross, $2,671,128, decrease, $70,[illegible]. Net, $921,737, decrease, $92,[illegible].

Colorado and Southern for September—Gross, $891,132, increase, $146,657. Net, $187,[illegible], increase, $[illegible].

Fort Worth and Denver City for September—Gross, $171,187, increase, $21,048. Net, $107,[illegible], increase, $[illegible].

Toledo and Ohio Central for September—Gross, $[illegible], increase, $[illegible]. Net, $[illegible], increase, $[illegible].

AWFUL PSORIASIS 35 YEARS

Terrible Scaly Humor In Patches All Over the Body—Skin Cracked and Bleeding—Itching Unbearable—Cured by Cuticura in Thirty Days at Cost of $4.75.

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"I was afflicted with psoriasis for thirty-five years. It was in patches all over my body. I used three cakes of Soap, six boxes Cuticura Ointment, and two bottles of Cuticura Resolvent. I bathed with the Soap, applied the Ointment once a day, and took the Resolvent as directed. In thirty days I was completely cured, and I think permanently, as it was about five years ago.

"The psoriasis first made its appearance in red spots, generally forming a circle, leaving in the center a spot about the size of a silver dollar of sound flesh. In a short time the affected circle would form a heavy dry scale of a white silvery appearance and would gradually drop off. To remove the entire scales by bathing or using oil to soften them the flesh would be perfectly raw, and a slight discharge of bloody substance would ooze out. That scaly crust would form again in twenty-four hours. It was worse on my arms and limbs, although it was in spots all over my body, also on my scalp. If I let the scales remain too long without removing by bath or otherwise, the skin would crack and bleed. I suffered intense itching, worse at nights after getting warm in bed, or blood warm by exercise, when it would be almost unbearable.

"To sum it all up, I would not go through such another ordeal of affliction for thirty-five years for the State of Kansas. (signed) W. M. Chiderter, Hutchinson, Kan., April 20, 1905."

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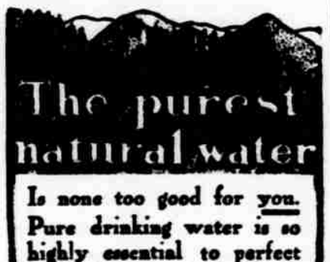

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OLD WOMAN KILLS HERSELF IN WELL

Mrs. Amanda Smith Is Rescued Upon Attempt to Drown Herself, but Dies of Shock—86 Years Old.

After throwing herself into a cistern with suicidal intent and then being rescued by friends, Mrs. Amanda Smith, 86 years old, who has been living of late on the outskirts of Upper Alton, died a few hours later from the shock of her fall and immersion.

According to the story told by those who were near a thand, Mrs. Smith gave little evidence of contemplating such a deed, although she was subdued and downcast for a day or two before.

At 2 o'clock yesterday afternoon she went to the rear yard and deliberately threw herself into an open cistern on the premises. Edward F. Keiser, at whose home she has been stopping, went to her rescue and readily lifted her out of the place.

Doctor E. A. Cook was hurriedly summoned, as the aged woman was plainly suffering from the shock. It was then believed that she had fallen into the opening accidentally. She recovered consciousness later, however, and admitted that she had tried to kill herself.

She said that she was old and alone and that she wanted to end her troubles. The effects of her fall told upon her and she died at 7:30 last evening.

Little is known of Mrs. Smith, who had been kept at the Keiser home through the charity of the owners, who wished to give to the old woman a place to live. She had but one daughter, a Mrs. George Rawley, of Sedalia, Mo. She had no other relatives, according to her own story.

On account of her premature death, that she meant to kill herself, Coroner Bruger was notified and he will hold an inquest to-day.

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F. H. McKINNEY ..... 3000 Laclede
H. MINER ..... 3119 Magnolia
PHILIP NEUN ..... St. Ange and Park
NEW IDEA GRO. CO. ..... 3112 Franklin
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P. L. OVERMANN ..... 3000 Gravois
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H. RAINER ..... 2122 Franklin
D. BECKER ..... 3001 Dodier
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M. ROSENTAUGHT ..... 1000 Washington
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G. REEOLD ..... 4000 Page
WALKER, SMITH ..... 3000 Olive
C. STRDING ..... 1001 Carr
H. SCHAEFER ..... 1004 N. Eleventh
SCHUMACHER & BROS. ..... 1000 Randolph
C. S. SAGERS ..... 4000 Minnesota
J. STAMMER ..... 2013 S. Jefferson
STRUCK & CO. ..... Taylor and St. Louis
R. SMUCKLER ..... 3001 Wash
MRS. SULLIVAN ..... 4127 Easton
F. SEYKO ..... Warren and Portsmouth
WM. STOPPELWORTH ..... 14th and Clinton
H. STOLTMANN & SONS ..... 2001 Laclede
C. SCHUETTE ..... Nineteenth and Wright
MRS. E. SEATTLE ..... 4000 N. Broadway
H. O. SCHRIEFAGEN ..... 1701 Lucas
W. J. SCHWARZENAUER ..... 1400 Ridge
C. E. SAYER ..... 4000 Minnesota
SPEIER & FRIEDMAN ..... 4200 Finney
FELIX SEKAUER ..... 3700 Gravois
J. W. SMITH ..... 2001 Hulit
H. C. STRAUSS ..... 11th and Montgomery
L. STUMPF ..... 1000 N. Vandeventer
STEVENS & ROBLING ..... 800 N. Taylor
A. STRICKLAND, Tower Grove and Manchester
AUGUST SCHUMACKER ..... 3600 S. Jefferson
A. SEAMAN ..... 916 N. Ewing
TAMME PACKING CO. ..... 1613 Market
W. A. TRUMAN ..... 918 N. Newstead
URONA GRO. CO. ..... 3110 King's highway
UNION GRO. CO. ..... 4100 Cook
E. F. VOEGELE ..... 4201 Easton
THEO. VOGT ..... 1202 Arsenal
FRED VELDE ..... 3200 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
WIEDNER & KRINZLER ..... 3201 Olive
WM. WISDMUELLER ..... 3000 Warren
A. WASSERMAN ..... Eighth and O'Fallon
JNO. K. WEBER ..... 3200 Olive
GEO. WACKERLIN ..... 1201 S. Broadway
WENSEL & MOLLENHOFF ..... 6001 Michigan
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W. WIPKE ..... Maryland Heights
F. WOEBBEKING ..... Twentieth and Grand
F. ZELTMAN ..... 3200 S. Broadway
ZURHIDE BROS. ..... 3500 Olive
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WEDDINGS.

JACQUES—WOOD.

Virginia, Ill., Oct. 29.—Mr. Samuel Jacques of Plymouth, Ill., and Miss Ella Wood of Beardstown, Ill., were married here to-day by County Judge Walker.

QUIGLEY—COFFER.

Jacksonville, Ill., Oct. 29.—Mr. Patrick Quigley and Miss Mary Coffer of this city were married to-day.

POOLE—WETZEL.

Nashville, Ill., Oct. 29.—Mr. Edgar Poole of this city and Miss Minnie Wetzel of Bonneyville were married yesterday in Mascoutah. They have returned to this city to reside.

BINELEY—WATCHER.

Norris City, Ill., Oct. 29.—Mr. Lloyd Binkley of Carbondale, Ill., and Miss Esther Watcher of near this city were united in marriage by the Reverend Mr. Hopper at 6 o'clock this evening.

SCHMITT—