

The Butler Weekly Times.

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FOUR HUNDRED MILES AWAY.
 Composed by J. W. Working, in July, 1886,
 "singing" on a claim near Garden City,
 Lawrence county, Kansas.
 I am lonesome now while thinking
 Of loved ones far away,
 Of scenes of early childhood
 And friends that are dear to me.
 —Oh, blame me not for weeping,
 Oh, blame me not, I pray;
 For I want to see my loved ones,
 Four hundred miles away.
 My mind is made to ponder
 On home and shady bowers;
 Of those who dearly love me,
 And of what they now do say.
 My heart is full of sadness;
 My eyes are filled with tears;
 For I want to see my mother,
 Four hundred miles away.
 Then my mind and heart is lifted
 To Heaven and rest above,
 And I long to see my Savior
 And rest in peace with God.

THE RAILROADS.

M. Billings Outlines the Policy of the St. Louis and Colorado.

Democrat.
 A. M. Billings, of Chicago, the financial backer of the St. Louis, Kansas City and Colorado, is in the city, and as Mr. Billings had never given a public statement as to his connection with the project and the future policy and prospects of the company, the occasion of his visit to the city was taken advantage of to secure an expression of his views and intentions. Mr. Billings stated emphatically that the line would be pushed on to Kansas City at once, and that he had placed orders for a sufficient quantity of rails to complete the road to that point. He had made trip over the line, and was more than satisfied with what had been accomplished, and felt greatly encouraged with the outlook for the future. The line to Kansas City is to be completed as rapidly as men and money can accomplish it, and during the progress of the work in this direction a large force of graders will be kept busy on the Kansas end of the road.
 "What do you estimate the cost of the line to Kansas City to be?"
 "About \$8,000,000. It will not be much more or less."
 "Have you placed any of the bonds of the company?"
 "No; and we do not propose to place them before there is the actual road to represent their face value. The work thus far accomplished has been paid for in cash, and what is to be done will be looked after in the same manner. When the road is in such shape that its bonds will bring their market value, they will be sold, but they will not be sacrificed, because we have the money to build the road without taking such a step."
 "How about your entrance to the city?"
 "That matter is now in the hands of our attorney, and we are not worrying about it. We will secure an entrance to the union depot, and in a simple time."
 "Is there any old corporation at the back of this enterprise—the Atchison, Topeka and Santa Fe, or any of the eastern lines?"
 "No; the St. Louis, Kansas City and Colorado is strictly and emphatically an independent line. It is being constructed for the reason that the country through which it passes will not only justify the undertaking, but will give the road sufficient business to make it a good paying proposition. The rapidly increasing population and the development of the country through which the St. Louis and Colorado passes is amply sufficient encouragement for the future. The road is being built on a conservative plan, and will be so operated after it is completed. The local support in this is a large inducement, and the nature will bring remunerative through traffic. Many of the counties through which the line passes are destitute of railroad facilities, and extend a hearty welcome to the pro-

ject. The right of entrance to the city is fully secured, and we consider that the line is on an equal footing with roads now completed into the city. We have now completed over twenty miles of first-class road, ready for operation. The road bed and bridging have been made durable, and with a view to heavy traffic; the cross-ties are of white oak, and the track is steel rail, sixty pounds to the lineal yard. The road between Creve Coeur and Union, 34 miles, is under contract, and the 54 miles between St. Louis and Union will be completed and in operation by October 1 of the present year. We firmly believe, after careful investigation and calculation, that the Kansas City section will earn \$8,000 per mile, which will be sufficient to pay a dividend on the share capital. The company is authorized under its charter to issue \$20,000,000 capital stock, and this share capital will be supplemented by bonds representing at their face value \$20,000,000, at 6 per cent, secured by a deed of trust, to constitute a first and paramount lien. Every move made will be of a conservative character, and the interests of the future of the road will be carefully guarded.
 "What effect has the Gould opposition had?"
 "None whatever. We pay very little attention to it, further than to protect our rights."
 "It has been said that Gould would buy out the company if it could not be stopped otherwise?"
 "That he can not do, because the line is not for sale to Mr. Gould, or any one else. Everything done thus far has been paid for, and promptly, and that will be the future policy of the company. But the St. Louis and Colorado is not for sale at any price. It is worth as much to us as to any one else."
 "When do you expect to commence running trains?"
 "I can not say as to the exact date now, but can do so after the decision in the Wabash suit is made by Judge Brewer, the hearing being set for July 24. After that we will soon announce our running arrangements."
 Mr. Billings had the following to say to a Republican reporter in regard to the matter:
 "It is not now a question of cost. That cuts no figure in it. The St. Louis, Kansas City and Colorado railway company has undertaken to build a railway across the state of Missouri, as it has the legal, moral and commercial right to do. I advanced the company enough cash to give it a good start and insure the success of the project, which I had a right to do, but I find Jay Gould hindering and obstructing us at every point simply because our line will be a competitor of the Missouri Pacific and Wabash. He is not only trying to crush out competition, but his efforts in that direction, if successful, would jeopardize if not sink my investment in the new road, and I do not intend that he shall do either. It was my first purpose to advance only enough to complete 20 miles, including an entrance to the union depot, but I now find that Mr. Gould does not intend that we shall run our trains into St. Louis. Well, we shall see about that. My first purpose has been changed, and I now propose to build the road between Twenty-first street, St. Louis, and Kansas City, as fast as money, men and mules can do the work, and there is no power save the strong arm of the laws of Missouri able to stop it, and I understand the laws of Missouri will sustain me instead of obstructing my way. I do not propose to be run out of Missouri by Mr. Gould, nor do I propose to ask his permission to build railways in Missouri. I do not understand that he owns Missouri, although he does

seem to own about all of St. Louis, but for all that the Colorado road is coming right into St. Louis and without any unnecessary delay."
 Do the managing officials of the Colorado road know what your purposes are?
 "They know them now, for I told them and the contractors to-day to push the line to Kansas City as fast as possible, and if necessary buy the right of way from Forrest Park station to a connecting point with the union depot tracks, and the money for both purposes would be ready faster than they could use it. My purpose is to build this road, and it shall be built and fully equipped. When I am ordered not to do a thing that I have a legal right to do, why I like to go ahead and do it."
St. Louis and Colorado Appointment.
 Thursday's Republican.
 Though no official announcement of the fact has been made, it is now known that E. H. Brown, formerly General Superintendent of the Joplin and Carthage line, has been appointed General Superintendent of the St. Louis, Kansas City and Colorado, and will at once assume the active discharge of the duties of that office. Superintendent Brown is a capable railroad man, and just the sort of an official who will prove valuable to a new road, he having had wide experience in railroad construction. He is well and favorably known in Southwestern Missouri, having for a number of years been identified with coal and banking interests at Joplin and at Rih Hill.
 President Potter and Contractor Drew of the St. Louis and Colorado, left for Indianapolis last night. The object of their trip is not known, but it is intimated that they are looking after rolling stock in order to be in shape to commence running trains to Creve Coeur Lake in the near future. It is even said that a time table has been agreed upon, and that the opening of actual transportation by the new railroad will be made within a few weeks, possibly on August 1. The Creve Coeur business will be looked after first, but it will not be very long until trains are running to Union.
Bucklen's Arnica Salve.
 The Best Salve in the world for Cuts, Bruises, Ulcers, Salt Rheum, Fever Sore, Cancers, Piles, Chilblains, Corns, Tetter, Chapped Hands, and all skin eruptions and positively cures piles, or no pay required. It is guaranteed to give perfect satisfaction, or money refunded. Price per box, 25 cts. For sale by John G. Wale.
Read This.
 And if in need of any clothing it will do you good: \$20 suits reduced to \$14; \$13-50 to \$9.65; \$11.50 to \$8; \$8.50 to \$5-85, &c., &c. All others in proportion.
American Clothing House.
BAPTIST FEMALE COLLEGE.
 Lexington, Mo.
 (Three east Kansas City by Mo. Pac. or Wabash trains.) begins its 22d year Sept. 1st, 1886. Instruction thorough. Music and Art by Specialists. Elegantly furnished. Lighted with Gas Only sixty boarding pupils.
Terms Low. Address, 35-St. JOHN F. LANNEAU, President.
 The dry cough mixture before the people, at contains no opiates or narcotics is the Star Cough Cure. Price twenty-five cents.
 It is worth remembering that nobody enjoys the nicest surroundings if in bad health. There are miserable people about today with one foot in the grave, to whom bottle of Parker's Tonic would do more good than all the doctors and medicines they have ever used. 32-2m.

\$1,000,000.
\$1,000,000.
MONEY.
 In sums from \$300 to \$15,000, at the lowest rate of interest, at
J. M. CATTERLIN'S
 Insurance and money Loaning Agency, Butler, Mo.
FARMERS be sure and see me before you make application for a Loan and I will do you good. I will loan you money or sell you a Buggy cheaper than anybody.
J. M. CATTERLIN.
Gold and Silver Watches and Jewelry AT Cost
 To make room for new fall goods, I offer my entire stock of Elgin, Waltham and Hampden Watches, in gold, silver and filled cases, at regular wholesale cost prices. I will also sell all my clocks, jewelry and plated ware at such low prices as to astonish you. Now is the time to buy. Call and see my stock and prices.
Franz Bernhardt.
 North side square.
MONEY TO LOAN AT SIX
 Per Cent. interest, on long time with privilege of paying before due if desired. We do not send borrower's applications away for approval, but decide on them here without delay, and furnish the money at once. We have a large amount of money on hand to be loaned on land. Parties wishing to borrow please call and get our terms. We can furnish the money at once.
The WALTON & TUCKER
 Land Mortgage Co., Butler, Mo.
NOTICE TO CONTRACTORS.
 Pursuant to an order of the County Court, made at the June term, 1886, thereof, I will, on
 Tuesday August 3rd, 1886.
 at the east front door of the court house, in the city of Butler, Bates county, Mo., let to the lowest bidder, at public outcry, contracts for the construction of a bridge over Panther creek, in Hudson township, at Hooks Ford, superstructure, to be of burr oak, substructure, wood bents. All bids subject to approval of the Court. Plans and specification can be seen at my office. M. L. WOLFE, Bridge Commissioner.
 When you want lumber, investigate McVeigh's prices before you buy. Yard north of the post office

OUR STOCK OF Undertaking Goods
 Is larger than any time since we have been in Butler.
Coffins, Caskets and Hospital Cases,
 WALNUT, ROSEWOOD, CLOTH COVERED AND METALIC.
BURIAL--ROBES--A--SPECIALTY!
P. J. JEWETT,
OPERA BLOCK.
CATTERLIN & LEGG,
 Want to say to the Farmers that they are determined to sell their superb stock of
HAND-MADE BUGGIES
CARRIAGES AND SPRING WAGONS,
 AND NOW OFFER THIER
\$165 LIVERY BUGGIES AT \$125.
 And will Give 3, 6, or 9 Months Credit
Lumber Lumber of all kinds and at prices that defy competition. J. W. McVEIGH, North Main street.
Order of Publication.
 STATE OF MISSOURI, } ss.
 COUNTY OF BATES, }
 In the circuit court of Bates county, June term, 1886.
 Alice Crouch, plaintiff,
 vs.
 Samuel Crouch, defendant.
 Now at this day comes the plaintiff herein, by her attorney, William O. Jackson, Esq., and files her petition and affidavit, alleging, among other things, that defendant, Samuel Crouch, is not a resident of the state of Missouri. Whereupon it is ordered by the court that said defendant be notified by publication that the plaintiff has commenced a suit against him in this court, the object and general nature of which is to obtain a decree of divorce from said defendant upon the grounds of desertion and that the defendant has failed to provide for plaintiff, and that unless the said defendant be and appear at this court, at the next term thereof, to be begun and holden at the court house in the city of Butler, in said county, on the first day of November next, and on or before the sixth day of said term, if the term shall so long continue—and if not, then on or before the last day of said term—answer or plead to the petition in said cause, the same will be taken as confessed and judgment will be rendered accordingly. And be it further ordered, that a copy hereof be published, according to law, in the Butler Times, a weekly newspaper printed and published in Bates county, Mo., for four weeks successively, the last insertion to be at least four weeks before the first day of the next term of circuit court.
 J. R. JERKINS, Circuit clerk.
 A true copy from the record. Witness my hand and the seal of the circuit court of Bates county, this 23d day of June, 1886. J. R. JERKINS, Circuit clerk.
NEW MEAT MARKET,
 First Door South of Arlington Hotel.
L. S. PADDOCK, Prop'r.
FRESH MEATS
 Of all kinds and the very best quality the Market Affords at the lowest prices. Give him a trial and be convinced.
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