RAMSEY WILL GIVE GOULD RECORD RIDE.

Head of the Opposing Forces to the Great Eastern Lines Coming to St. Louis.

FRISCO TEXAS LINES ELECTION

J. P. Park Is Appointed General Freight Agent of Cotton Belt—Frew Made Assistant—Trainmen to Demand Increase.

George J. Gould, president of the Missouri Pacific and Iron Mountain and at the head of the great Gould system of railroads, will have a record-breaking ride to St. Louis from Detroit this week.

From Missouri Pacific headquarters it is announced that Mr. Gould probably will arrive in St. Louis the latter part of the week or Sunday. But Joseph Ramsey, Jr., president of the Wabash, will depart for the East to-day, and it is understood that he will meet Mr. Gould at Detroit to-morrow morning.

From Detroit the two presidents will depart in a special train and probably stop over at Chicago. If this stop is not made, they are expected to arrive in St. Louis to-morrow night. President Ramsey evaded a question yesterday, but it leaked out that the Wabash plans to give Mr. Gould a ride to St. Louis equal to any in speed and comfort that he could get in the East.

The coming of the president of the Missouri Pacific and Iron Mountain, in view of his expected meeting with President Ramsey, and the fact that these two men are now leading one side of the greatest fight the railroads have known, is awaited with interest. It is expected that the head of the Gould lines will hold a general conference in St. Louis with Vice President Warner, General Manager Harding, and the other officials of the Gould lines with headquarters in St. Louis.

President Gould will inspect all the lines of the Gould system. He will be accompanied by Mrs. Gould.

Mr. Gould will go over the new lines of the International and Great Northern and look over the proposed extensions on that road. Plans have been made for the expenditure of several millions of dollars in extending and strengthening the Gould system in Texas.

The new Fort Worth extension of the International and Great Northern will soon be completed into Fort Worth. This is regarded as being one of the most valuable of the Gould Southwestern railroad improvements. Contracts have been let for a number of other extensions and construction work has been begun in some instances.

The activity of the Gould interests in Texas is apparently for the purpose of offsetting the new Texas projects planned by the Southern Pacific system, the Rock Island and the Frisco. Although George J. Gould and E. H. Harriman are on friendly terms, there is vigorous traffic rivalry between their respective railroad systems, especially for the rapidly growing freight business to and from the Gulf ports.

The Missouri, Kansas and Texas is now a much-talked-about road. It is generally believed that one of the Central State lines will take it in or make a traffic alliance with the road. It is well established, and the present plans for feeders will place it among the great systems. The Gouldsis have a big interest and so has Rockefeller. It has been intimated that Mr. Gould will inspect the Katy, but no official confirmation of the report has been given out.

The Gould trip into Texas and over the general system in the Southwest is expected to result in announcements of extensions and acquisitions of a number of important connections and feeders. The policy of aggression in the East is to be extended to the West, and to the fight with the Pennsylvania may be added another in the West.

NEW COTTON BELT OFFICE.

Park Is Made General Freight Agent and Frew Assistant.

The Cotton Belt Route announces the appointment of J. P. Park as general freight agent, with headquarters at St. Louis. His promotion is effective September 1.

Effective the same date T. C. Frew will be made assistant general freight agent, vice J. P. Park.

The St. Louis Southwestern Railway Company makes these announcements over the signature of H. E. Farrell, freight traffic manager, with the approval of F. H. Britton, general manager.

The position of general freight agent is a new one on the Cotton Belt. It is stated that it has been made necessary to relieve Mr. Farrell of part of his heavy duties, which have become very burdensome lately on account of the great increase in Southwestern traffic. Mr. Park is promoted from assistant to Mr. Farrell, and, having filled a position under the latter for some time, he is expected to be able to handle the situation successfully.

TWO FRISCO TEXAS ELECTIONS.

Complete Set of Officers and Officials Named for Each Line in State.

L. F. Parker, general solicitor of the Frisco system, yesterday announced the election of officers and appointment of officials for the separate lines of the Frisco system in Texas.

Paris and Great Northern: B. F. Yoakum, president, St. Louis; S. J. Wright, vice president, Paris; J. F. McReynolds, secretary and treasurer, Paris; J. N. Bailey, auditor, Paris; Charles Griffith, general manager, general freight agent and general passenger agent, Paris; J. H. Haworth, che fengineer, Paris; C. E. Best, master mechanic, and J. A. Gartland, train master, Paris. Paris will be the headquarters of this line of the Frisco in Texas.

This complete set of officers for the Paris line of the Frisco in Texas is made necessary by the laws of that State, which require separate headquarters for each separate line into the State. The Frisco has given the line a complete list of officers and officials, and the announcement is made that their duties will be more extensive than appears.

The Paris line undoubtedly will be extended to the Gulf, possibly to Galveston. There is a report in circulation to that effect, but the Frisco officials will make no statement.

The officers and officials of the St. Louis, San Francisco and Texas are: B. F. Yoakum, president, St. Louis; Tom Randolph, vice president, Sherman, Tex.; C. B. Dorchester, secretary and treasurer, Sherman; F. R. Griffith, auditor, Sherman; W. H. Upton, general manager, general freight agent and general passenger agent, Sherman; W. N. Huffman, chief engineer, Sherman; H. C. McKelvey, master mechanic, Sherman; D. F. Griffith, trainmaster, Sherman. Headquarters will be in Sherman.

The other Texas Frisco lines, officers and officials which have been named are the Red River, Texas and St. Louis and the Fort Worth and Rio Grande.

SPECIAL TRAIN OF STOVES NORTH.

Wabash Carries $50,000 Shipment to St. Paul From St. Louis.

French L. Nelson, contracting freight agent of the Wabash, yesterday issued a statement, showing a shipment of a trainload of stoves from a St. Louis manufactory to St. Paul, Minn. The Wabash provided a special train to carry this consignment, which amounted to $50,000. The run was made in three days by daylight.

This shipment is one of the first of the kind to go into the great Northwest since the merchants and manufacturers of St. Louis began to bid for trade in that section against Chicago. The fact that St. Louis has gone into the North, or Chicago's territory, for trade has been made the basis of a new line north and south through Missouri and Iowa, now under construction by Gates. The Iowa and St. Louis is expected to reach St. Louis by next spring. The Wabash is securing branches and feeders, with other traffic connections, and expects to carry a great trade into that section.

NEW FRUIT AND MINERAL LINE.

Proposed Frisco Extension Asks Donations to Build in Arkansas.

The Salem and Eastern Railroad Company has been incorporated in Arkansas, the line to run from Salem, which is near the north State line, to the Frisco. The new road will be wholly in Fulton County. This line will make a link in an extension of Scullin's St. Louis and North Arkansas to the Frisco, and via that road to Memphis and the Mississippi River, which outlets would give the road from Seligman, on the Frisco, in Southwest Missouri, a line through Arkansas with connection for St. Louis and the Gulf.

The incorporators of the Salem line are: R. A. Youngblood, F. M. Youngblood and H. F. Northcutt. R. A. Youngblood, president, has asked the citizens of Salem for donations of money, timber and real estate, and a guarantee for a right-of-way. Salem is a town of about 900 population, and is the county seat of Fulton County, with a population of 13,500. This county is located in the heart of the great fruit and mineral belt of the Ozarks. A donations committee will report to a public meeting September 6.

TRAINMEN TO DEMAND INCREASE.

Concerted Movement by 100,000 Employes Inaugurated.

Milwaukee, Wis., Aug. 27.—The Sentinel this morning says:

By September 15 the large railway systems of the country will be confronted with a demand by 100,000 members of the Brotherhood of Railway Trainmen for an increase in wages, which will mean an additional outlay of $1,000,000 a month for wages by railroads in the country or the alternative of a strike which will eclipse in its extent all previous strikes, including the demonstration of the American Railway Union in 1894.

The demands, which have been formulated but not yet presented, are for an increase of 20 per cent in wages.

LABOR-DAY RATES TO MANY CITIES.

St. Louis, Chicago and Western Points Given Cut Rates.

Passenger representatives of the St. Louis-Kansas City lines met at the office of Assistant General Passenger Agent Payne of the Missouri Pacific yesterday afternoon and agreed upon low round-trip and one-way fares for Labor Day.

The rates are as follows: Between St. Louis and Kansas City, either way, one fare of $2.50 for the round trip; one way, cut rate of $4. Between St. Louis and Leavenworth, one way, straight fare of $4.75; Atchison, Kas., and St. Joseph, Mo., $5; Council Bluffs, $8.75; Omaha, $9. Tickets on sale from August 29 to September 1. The round-trip rates will be on sale the first day.

The rates now stand as follows for the large cities in the triangle: St. Louis and Chicago, $5 for the round trip; Chicago and Kansas City, $10 for the round trip, with a straight fare by the Santa Fe, and other fares as named.

BURT'S CASE IN POLICE COURT.

Bond Furnished and Case Set for Hearing on September 3.

Omaha, Aug. 27.—When the case of President Horace G. Burt of the Union Pacific Railroad, charged with restricting the liberty of strike-breakers, was called in the Police Court to-day his attorneys, Edson Rich and Charles Dundy, furnished a bond of $500 on each of the ten complaints.

The case was set for trial on September 3.

Grand Master Lee's Statement.

Cleveland, O., Aug. 27.—Assistant Grand Master Lee of the Brotherhood of Railway Trainmen said to-day:

"It is true that a concerted movement has been inaugurated by trainmen and conductors employed on the railroads west of the Mississippi River to secure uniform rules and compensation. A vote of the men, which will probably result in the officers of the two organizations being authorized to present requests to the various roads for these concessions, is now being taken. It will, however, be at least ninety days before the vote has been completed. There is absolutely no talk of a strike and the possibility of such a movement is extremely remote."

That such a movement was under way was exclusively announced by The Republic more than a month ago. It was formally inaugurated immediately following a meeting of trainmen at Kansas City. The movement is widespread and is expected to prove very powerful. Among railroad officials in St. Louis the opinion is expressed that the whole matter will be settled to the satisfaction of both the trainmen and the railroads. No strike is looked for, as the trainmen and the railroads have been on good terms for some time, and the officials express a desire to meet all fair demands. The movement will be concerted, for the reason that when a demand is made of one road the manager is usually helpless because of the standard of wages paid by the majority of other roads. This meeting will be composed of all the managers, representing all the directors, and the result is expected to be satisfactory.

NOTES AND APPOINTMENTS.

Pennsylvania Officials in St. Louis—Mexican Central Earnings.

—John F. Shaughnessy has been appointed trainmaster, in charge of train, station and dispatching force, of the Fort Worth and Denver City Railway Company, vice J. E. Mathers, resigned, with headquarters at Childress, Tex. The official notice was effective last Monday, and was signed by W. R. Scott, general superintendent, and approved by D. B. Keeler, vice president.

—Colonel G. A. A. Deane, land commissioner for the Missouri Pacific and Iron Mountain, with headquarters at Little Rock, was at the St. Louis office yesterday, in conference with general officials.

—Charles Watts, general superintendent of passenger transportation, and E. W. Westlake, superintendent of the dining car service of the Pennsylvania lines, were at the Vandalia headquarters in St. Louis yesterday, in conference with J. M. Chesbrough, assistant general passenger agent of the Vandalia, representing the Pennsylvania lines in St. Louis. The meeting covered the proposed inauguration of a fast limited passenger service between St. Louis and New York.

—H. V. Luyster, traveling passenger agent for the Denver and Rio Grande out of Kansas City, was in conference with general officials of the Missouri Pacific, Iron Mountain and Rio Grande at St. Louis headquarters yesterday.

—The Southwestern Passenger Bureau announces a rate of one and one-third fare for the round trip to the annual reunion of the Ninth Missouri Cavalry Association at Columbia, Mo., October 8 and 9, certificate plan, from points in State.

—Frank Gildersleeve, assistant general passenger agent of the Baltimore and Ohio Southwestern, yesterday received from the Missouri Pacific a special train of 235 soldiers and nine officers from San Francisco for delivery at Columbus, O. The special passed through St. Louis last night.

—The Mobile and Ohio's new schedule goes into effect next Sunday, and at the same time a dining car service will be inaugurated. Meals will be served between St. Louis and New Orleans and Mobile at any hour, which is a special feature of the service. Headquarters of the superintendent of dining cars and commissary have been located at Jackson, Tenn.

—The annual report of the Buffalo, Rochester and Pittsburg shows a large increase in net earnings, notwithstanding heavy expenditures for construction in reaching into the soft-coal fields.

—The directors of the Reading Railway yesterday announced that they had declared an unannounced dividend of 1 per cent on the first preferred stock of the company, payable October 1. This cuts the dividend in half, and has the effect of prolonging the voting trust now controlling the affairs of the company for two years.

—General Manager Dixon of the Gulf, Colorado and Santa Fe states that the strike of the machinists in the company's shops at Cleburne and other points has been declared off. About 700 men are involved.

—Mexican Central earnings for August, in Mexican currency, show as follows: Third week, $340,486, an increase of $73,785; for the three weeks of August, $1,086,202, an increase of $218,606. Statement has been issued by Gabriel Morton, vice president and comptroller, from the St. Louis headquarters.

—The Burlington has installed a telephone system at St. Joseph, which practically supplants the telegraph for the management of the company's business in that city. The company is using the telephone for business over the greater part of its lines, and extensions of service are under way.

—Mrs. J. M. Chesbrough, the wife of J. M. Chesbrough, assistant general passenger agent of the Vandalia at St. Louis, representing the Pennsylvania lines in the West, has improved wonderfully within the last few days, and her physicians now hope for her recovery.

—The Baltimore and Ohio has just placed an order for 100 locomotives of the 250 which it proposed to buy. The company has received 1,800 of the 4,000 steel cars ordered. The Baltimore and Ohio will expend a total of about $12,000,000 for equipment and about $5,000,000 for line and yard improvements this year.

—H. G. Allis has been appointed contracting freight agent for the Burlington at Chicago.

—Alfred A. Wild, chief clerk of the Kansas City Transportation Bureau, and John A. Wilson, rate clerk of the Missouri Pacific commercial office at Kansas City, have resigned, effective September 1, and will open a millers' agency and traffic bureau at Kansas City.

—Matt Schulter, industrial commissioner for the Frisco, departed for Kansas City last night, to locate capitalists of that city in Southwestern cities on the Frisco system.

—The Illinois Central will put in a weekly steamship service between New Orleans and Havana, and for this purpose has purchased of the Morgan Line the steamships Excelsior and Chalmette. This is another move by the Central to increase the export business from the North via the South port. The road will also increase its import traffic from the new republic.

—The Burlington will give its engineers and firemen a substantial increase of wages September 1, corresponding to the increase given the trainmen and switchmen several weeks ago.

—The Wisconsin has made a rate of one cent a mile for round trips on the G. A. R. excursion dates between St. Paul and Chicago.

—On account of the water on the Pittsburg division of the Baltimore and Ohio being impregnated with acids and waste from the mills and factories, plans are under consideration for hauling or piping water to tanks from the distant mountain streams.

—W. S. Haines, superintendent of motive power on the Baltimore and Ohio lines west of the Ohio River, has resigned. C. F. McDermott, master mechanic, is reported selected for the position. F. S. Rogers, chief train dispatcher at Pittsburg, has also resigned, and will go with the Rock Island at Des Moines. He will be succeeded by P. S. Rhodes, who in turn will be succeeded by Joseph Moore.

—The Louisville and Nashville is more than a half million dollars ahead on earnings for the first seven weeks of the fiscal year, the third week of August showing an increase of $101,500.

PLANNED A JAIL DELIVERY.

Plot of Prisoners at Jefferson Barracks Discovered in Time.

Six prisoners at the Jefferson Barracks guardhouse attempted a jail delivery late Monday night, and had it not been for the timely discovery of the plot by Lieutenant A. Jurich, of the Fourth Cavalry, seventeen long-term men would have gained their liberty.

When discovered the six men were at work sawing through the roof of the guardhouse, and in fifteen minutes more would have reached the top of the building.

Lieutenant Jurich was officer of the guard, and as he passed the grated window of the guardhouse on one of his rounds, he noticed the six inmates standing on top of the iron cage in the center. They had forced a way through the bars. Calling the sentries, Lieutenant Jurich entered the guardhouse and surprised the men.

Besides the long-term prisoners, the jail held twenty-five other men, none of whom, however, is suspected of having been in the plot. Lieutenant Latrobe, officer of the day, began an investigation, and will report to Colonel Rucker. This is the first attempt of its kind ever made at the Barracks, the officers say.

CHICKASAW ELECTION IS VOID.

Pontotoc County Will Have No Voice in Legislation.

Ardmore, I. T., Aug. 27.—In the Mosely-Byrd Chickasaw governorship contest in Pontotoc County, Judge George Colbert, of that county, declared the vote of August 13 void because of the failure of the judges who held the election to sign the poll books certified to him.

This means that Pontotoc County will have no representation in the Legislature. Mosely now claims 17 votes on joint ballot. To Byrd is conceded seven. Pontotoc County's vote, claimed by Byrd, has been declared illegal. Indian police are arriving at Tishomingo to be present when the Legislature canvasses the vote and declares the result.

FUNERAL OF MRS. E. KNAPP.

Services Will Be Conducted by the Reverend Doctor Holland.

The funeral of Mrs. Eleanor Knapp, widow of George Knapp, who died Tuesday afternoon at the family residence, No. 4030 Lindell boulevard, is expected to take place to-morrow morning, provided relatives from a distance arrive in time. The burial will be in Bellefontaine Cemetery.

The services will be conducted by the Reverend Doctor R. A. Holland, and the pallbearers will be her grandsons, Henry, George, Clarence, William and Karl Hoblitzelle, G. P. Knapp and Charles Mullikin, the latter of Page Brook, Pa.

ANNIVERSARY OF THE DEATH OF BEN DE BAR, FAMOUS ACTOR.

Popular Comedian and Manager, Who Was the Idol of the Theater-Going Public in the Early Days of St. Louis, Died Twenty-Five Years Ago To-Day—Conducted Opera-House Which Bore His Name for Many Years.

BEN DE BAR.

Ben DeBar, the famous comedian and theatrical manager, who, it is claimed, did more to promote high-class drama in St. Louis than any other one man, died here twenty-five years ago to-day. Throughout his long career as an actor and theater owner, DeBar had gained the estimation and love of his fellow actors, and the theater-loving public. He left behind at his death a host of friends, some of whom still live, and to the present day never tire of telling of the virtues and talent of the great artist.

The first appearance of DeBar in St. Louis was in 1858. In the role of Sir Benton Backbite in "The School for Scandal," he scored a great success, and from that time his popularity with St. Louis theater-goers was assured. So pleased was the young actor with his reception that he formed an affection for this city that lasted throughout the balance of his life.

It was not until seventeen years later that DeBar located permanently in St. Louis. During those years he played with marked success in all the large cities in the United States and in London. He was in the cities he was the owner of DeBar's Opera-house, which was situated on the north side of Pine street between Third and Fourth streets.

This house soon became the best and most popular theater in the West. It gained national reputation, and many of the leading actors and actresses of the day played in it. DeBar managed it and played in some of the greatest productions given in it. He appeared with Lotta and a company of stars in an engagement which is still talked of in theatrical circles.

Through this venture and an interest in theaters in New Orleans, Memphis and Montreal, Canada, De Bar amassed a considerable fortune. While at the pinnacle of his fame, however, he launched several enterprises which proved failures and were the cause of his losing almost his entire fortune. He died a comparatively poor man. In 1873 De Bar sold out his theater to a syndicate and bought an interest in what is now the Grand Opera-house.

De Bar was an Englishman by birth and was early trained for the stage. His initial appearance was in the Theater Royal of Margate, England. He came to this country in 1834 and the following year appeared in New Orleans at the old St. Charles Theater. He opened the National Theater in New York in 1838 and later became manager of the Hamblin, at the Bowery.

One of his greatest roles was that of Falstaff. After the death of Hackett, who excelled in that role, the stage lacked a great Falstaff. Several actors attempted it, but soon relinquished the effort. De Bar undertook its representation and made a specialty of the character.

Among the famous actresses and actors with whom De Bar was associated were Thomas S. Cooper, Laura Keene, Julia Dean, W. E. Burton, Tyrone Power, the elder John Drew, J. W. Wallack, J. B. Booth, Charles Burk, Edwin Forrest, Susan Denin, John W. Scott, Ben Williams, D. Marble, E. L. Davenport, John Collins, Lucile Western, Anna Cora Mowatt, W. R. B. Lake, Charlotte Cushman, James W. Wallace, Jr., and James Hackett.

The funeral of De Bar was one of the largest ever seen in St. Louis up to that time. The remains were exposed in state for two days and were viewed by thousands of people. A post-mortem was held on the body by Doctor Jerome K. Bauduy and Doctor Lankford. Death was caused by a brain tumor. The brain was found to weigh fifty-one ounces.

Fatally Hurt by Train.

REPUBLIC SPECIAL.

Evansville, Ind., Aug. 27.—A passenger train on the Evansville and Terre Haute Railroad struck August Krause, aged 40 years, this morning. He was fatally injured.

FOLK DEPARTS FOR NEW YORK.

Circuit Attorney to Take Depositions in Snyder Case.

Circuit Attorney Folk departed last night for New York. While in the metropolis he probably will attend to the taking of depositions in the case of Robert M. Snyder, who is under indictment charged with bribery.

Mr. Folk intended going to New York on the same mission several weeks ago, but other business prevented his departure. He stated yesterday that he probably will be absent a week. He has not had a vacation this summer, and if possible may remain two or three days in the East after the depositions are taken.

Jerseyville Notes.

—Alfred Figgen of Quincy, Ill., is a visitor in Jerseyville.

—The Jerseyville college students who are at home on vacation gave a dance last evening at Bull's Hall, in West Pearl street. A special programme was given by Mrs. James Colean and Miss Juliet Bothwell.

—Fifty-four members of the Jersey County Domestic Science Club went to White Hall yesterday, where they were the guests of the Greene County Domestic Science Association at the annual meeting of that organization.

—The Jerseyville City Band gave a public concert last evening, the band stand being placed at the intersection of Pearl and State streets.

—Isaac D. Snedeker of Jerseyville went to Plainview, Ill., yesterday.

—Superintendent J. Pike of the Jerseyville public schools is entertaining Carroll Bush son of Esther Bush of the Pike County Democrat of Pittsfield, Ill.

—The Board of Education at Jerseyville is constructing a new brick sidewalk in front of the Jersey ville High School.

—Professor J. A. Roach of Jerseyville has been selected principal of the Kemper school to succeed Professor Barnes of Fayette, Ill., resigned.

—C. A. Smith has been appointed agent for the Chicago, Peoria and St. Louis Railroad at Dow to succeed A. E. Thompson, resigned.

—Charles Tyson of Pueblo, Colo., was a visitor in Jerseyville yesterday.

—Major W. E. Carlin of Jerseyville, president of the Jersey County Fruit Growers' Association, has called a meeting of that body for the Courthouse on Saturday afternoon, at which the condition of the apple crop will be discussed.

—The fourth annual picnic of Schiex Council, No. 126, of the Mutual Protective League, will be held at Fidelity on Wednesday of next week. The principal address will be delivered on "Fraternalism" by E. E. Burson of Litchfield, Ill. A special music programme will be rendered by the Fosterburg, Ill., band.

—Robert Steinmann of Grafton, Ill., was a visitor in Jerseyville yesterday.

—Nathan Cole of Springfield, Ill., was a visitor in Jerseyville yesterday.

—Elizabeth C. Frost of Fidelity yesterday sold twelve lots in that village to Jacob Bodell.

—Doctor George Pennington of St. Louis was the guest of Jerseyville friends yesterday.

—The Jersey County Grange will hold a meeting at the Prairie Union Grange Hall, east of Jerseyville, on September 6.

Tri-City Notes.

—Arrangements are being perfected by the labor organizations of the Tri-Cities for the Labor Day parade. The route has not yet been selected, but probably it will be along the Edwardsville road and State street through the three cities.

—The public schools of Venice will not be opened until October 1, as it has been found impossible to complete the new school in time for the regular date of opening, September 2.

—Ten young men, residents of the Tri-Cities, have taken examination for service in the United States Navy. A recruiting station has been opened at Edwardsville.

—H. P. Wyatt, who was injured at the shot tower at Granite City several weeks ago, is slowly improving at the Deaconess Hospital in St. Louis.

—Charles Grey of East St. Louis has purchased the old Conoe place, southeast of Madison; $5,500 was the purchase price.

—Mrs. James Johnson and Mrs. Thomas Barco will entertain the Ladies' Coterie at the M. E. Church parlors in Granite City this afternoon.

—County Superintendent of Schools Henson and family will return from their country home at Collinsville Monday.

—William Rippe of Alton was a business visitor in Granite City yesterday.

ST. LOUIS IS THIRD IN MAKING SHOES.

Jumps From Fifth Place in Manufacturing Since the Census of 1900 Was Taken.

INCREASE OF 100 PER CENT.

J. S. Goodfellow Gives Reasons for Phenomenal Growth and Says This City Will Soon Lead the World.

FIGURES SHOWING CITY'S GROWTH AS A SHOE CENTER.

Census figures for 1901	$8,286,150
Increase over previous census	4,000,000
Estimate of manufactured goods for 1902	16,000,000
Increases over 1900 almost	8,000,000
Position, according to 1900 census, fifth in the United States.	
Present position, according to estimate, third in the United States.	

The report of the United States Census Bureau upon boot and shoe manufacturing, which placed St. Louis fifth among the cities of the United States in the manufacture of footwear, as published in yesterday's Republic, did not do full justice, in the opinion of local wholesale shoe dealers, to the industry as it now exists in the city, almost two years after the census was taken.

The report was gratifying enough in that it showed a 100 per cent increase for the city in the value of goods manufactured. But since 1900 it is estimated in round numbers that another 100 per cent jump has been made; that the value of St. Louis's output was last year close to $16,000,000, instead of $8,286,150, as shown by the census.

This estimate was made by Flewellyn Saunders, secretary of the Business Men's League, who has been compiling figures on the subject.

The value of the yearly output for the five leading cities, according to the census, follows:

Brockton, Mass.	$19,844,237
Lynn, Mass.	15,56[illegible]
Hill, Mass.	15,211,430
Cincinnati, O.	8,738,424
St. Louis, Mo.	8,286,150

This report showed decreases over the census of 1890 for the Massachusetts manufacturers, decreases for Chicago and Philadelphia and increases for St. Louis and Cincinnati.

The knowledge of those familiar with local conditions in regard to the boot and shoe business goes to show that the jump made since 1900 in the West has been phenomenal; that the tendency to center a very large proportion of the country's manufacturing plants in the West and particularly in St. Louis has been growing.

Reasons for Remarkable Growth.

The reasons as given by shoe manufacturers seem convincing:

"I am quite ready to believe," said J. S. Goodfellow, president of the Goodfellow Shoe Company, last night at his home, No. 5257 Washington avenue, "that the manufacturing business of St. Louis has increased 100 per cent, or thereabouts, within the last year. I think, also, that the city stands third as a manufacturing center, instead of fifth, though the latter was probably the case when the census was taken.

"The principal cause for the increase in manufacturing—the city has for some time been first in the country as a jobbing or distributing center—is that it is a distinct advantage for the dealer to manufacture his own goods. When absolutely dependent upon buying in the New England States, or in the East, the dealer out here has to judge the conditions too far in advance. He must anticipate his trade and place his orders before he knows what the trade is going to be.

"For instance, last year we had a drought. Our customers, perhaps, had many of them placed orders, large orders, with us, but the drought killed the corn, and it was evident that there would be hard times. So the customers were forced to countermand orders, and of course we had to accept the countermand, for it would be foolish to ship them goods for which they would not be able to pay.

"But when manufacturing our own goods we can produce just the quantity to suit the market, and are not in danger of being caught in the manner I mentioned.

"This, and the advantages consequent upon the saving in freight from New England here, have prompted almost all large local houses to do as much of their own manufacturing as possible. Several who formerly did not manufacture have begun to do so on a large scale. The houses which formerly were manufacturers have been increasing their plants greatly.

Doubled Capacity in a Year.

"Firms are beginning to put out new 'lines' never before manufactured here. The old Kelly-Goodfellow company, which has now become the Goodfellow Company, began by manufacturing but one or two lines of goods. We have kept adding to introducing others, and within the last year have begun the manufacture of 'cheap' shoes on a large scale, though previously these were almost altogether manufactured in the East.

"Our capacity to turn out manufactured goods has been doubled in the last twelve months.

"Roberts, Johnson & Rand have increased their output in the same manner, also the Peters Company and the Hamilton-Brown and Brown companies. Dittman has begun the manufacture of a 'new line' and La Prelle is manufacturing, though he did not before.

"Of course, I cannot speak authoritatively for others, but it is a fact, I think, that nearly every firm in St. Louis has increased its manufacturing capacity within the year. One hundred per cent does not seem too much to claim.

"The increase will continue, I think. Of course, all the trade is not yet supplied by our own manufactories. The finer grades, such as Hanan's, are still made in the East, and a large proportion of the cheap goods. But I think that, eventually, by far the major portion of the latter grades distributed by St. Louis firms will be manufactured here.

"In the past it has been difficult to get 'cheap labor.' That is a term applying to the hands who manufacture the cheap grades. But as we have been growing as a manufacturing town we have been educating our labor, and this process of education will also continue to have its effects.

"The workers who are beginners at the trade can be used on the cheap shoes at small pay, for the profit on these goods must be very large, on $1 and $1.50 goods (jobbing price). The skilled hands, who work on the higher grades, are gradually becoming, so to speak, graduates of the factories in which the cheap shoes are made. The labor situation is bettering itself, which promises a continued increase in manufacture."

St. Louis First as a Distributer.

The prevailing impression that St. Louis's shoe business is the largest of that of any city in the world need not be dispated by the census report, or by the estimate that its position in manufacturing is now only third or fourth.

As a distributer, a shoe market, St. Louis is yet acknowledged to be first. As a shipping point, priority is claimed by Boston, but this, say local shoe men, is merely because goods manufactured in small Massachusetts towns are billed from Boston, because a better freight rate is obtained in that way.

The industry is also more concentrated in St. Louis than elsewhere. The factories of local firms are with one exception—that of the Roberts, Johnson & Rand factory at Hannibal—in the city. This will still be the case, as Mr. Goodfellow indicated, so long as the labor conditions remain good, and at present the relation between the unions of shoe workers and the manufacturers is pleasant.

Nearly all the Washington avenue wholesale houses now do a business amounting to more than $2,000,000 a year. Fully twenty local houses dispose of $1,000,000 worth of goods per annum. Hamilton-Brown Company's annual business for 1901 was $6,607,532, the Brown Shoe Company $4,250,000.

It is estimated that 27,000,000 pairs of shoes were distributed from St. Louis in 1901, at a total valuation of $43,500,000. The Hamilton-Brown Company is yet considered the largest in the United States, and but one claims a larger annual business. This is Rice Hutchins of Boston, who are said to have disposed of $10,000,000 worth of shoes in the last year. But this company operates six houses in different cities under different names, whereas the Hamilton-Brown Company is centered here and does all distributing from here.

EVANSVILLE, IND.—The creditors of Berridge & Newman at Cynthiana, Ind., filed a bankruptcy petition in the Federal Court.

PRESENCE OF GARBAGE WAGON IS WELCOMED BY SOUTH SIDERS.

Residents of the Vicinity of Hartford and Juniata Streets Are Surprised When the Men, Accompanied by Policemen, Begin Removing the Accumulated Filth of Three Years' Standing.

The unexpected appearance of a garbage wagon in the vicinity of Hartford and Juniata streets Tuesday morning caused great surprise to the residents of that neighborhood.

It has been several years since a garbage wagon has been seen on the streets in that section of the city. So thick had the filth accumulated in the alleys that it took all day to remove the piles of dirt and rubbish.

The garbage men were accompanied by two patrolmen, who took pains to show them where the dirt was plentiful. Neighbors say the patrolmen had to accompany the garbage men, as they were in danger of losing their path in the heaps of ashes and among the piles of tin cans.

Women of the neighborhood yesterday held informal meetings, at which the subject of discussion was the visit of the garbage wagon. Plans were devised to encourage the return of the alley cleaners.

Garbage man is showered with the offerings of a thankful multitude when his work is done.

Dan W. O'Connor, who patrols the beat, was in smiles yesterday as he viewed with pride the results of one visit of the cleaners.

George L. Zimmerer of No. 3892 Hartford street, says when he saw the garbage wagon headed for his alley, he thought he was dreaming.

Mrs. M. L. Houts said she had not seen a garbage man in the neighborhood for three years.

Hearty welcome greets the garbage corps upon its arrival in the long-neglected district.

So astonished was Mrs. Swift of No. 3829 Hartford street, that she wrote a friend of hers a letter bearing the glad tidings of the garbage man's visit.

Electric Railway Organized.

REPUBLIC SPECIAL.

Paxton, Ill., Aug. 27.—Articles of incorporation for the Danville, Paxton and Wilmington Electric Railway Company have been formulated and signed. Prominent business men of this city, Piper City and Roberts, Ford County, Potomac and Danville, Vermillion County, are interested. The first Board of Directors consists of John A. Montellus of Piper City; J. K. Butz of Potomac, J. W. Dale of Danville, T. M. King, W. O. Johnson, George Grove, W. T. Patton, J. P. Middlecoff and Charles Bogardus of this city. The board organized by electing J. P. Middlecoff as president and J. K. Butz as vice president.

EAST SIDE NEWS.

DEMOCRATS PREPARE FOR FALL CAMPAIGN.

Reorganization Effected and Arrangements Made for Judicial Election.

The City Central Committee and the East St. Louis members of the County Democratic Central Committee met in the Democratic headquarters in the Arcade building last night to effect reorganization for the fall campaign and complete arrangements for the judicial election, which takes place Tuesday, September 2.

"Get together" is to be the slogan for the coming campaigns, and this meeting was noted for its complete harmony.

An examination of the court records for the last four years shows that thirty-nine cases were appealed under Judge Canby's regime, of which twenty-seven were reversed and twelve affirmed. During Judge Cook's term of service twenty-seven cases were appealed, of which sixteen were reversed and eleven affirmed. These figures from the court records give Judge Cook a slight advantage over Judge Canby, whose ability as a conscientious and competent juror has never been questioned.

COSTS MORE THAN JUDGMENT.

Woman Gets Verdict for 66 Cents in East St. Louis Court.

Two suits were tried in East St. Louis yesterday in which the costs were many times the amount sued for.

Jake Burgdorff, proprietor of a saloon at Sixth street and Trendley avenue, hired Frank Hermann and wife to work for him last week. They were each to receive $10 a month. After working two days the couple became dissatisfied and Burgdorff gave them each 50 cents. The woman charged a balance due of 66 cents and the man claimed that Burgdorff was still in his debt to the amount of $1. Suit was brought yesterday morning and in Justice Boyne's court Mrs. Hermann was given judgment for 66 cents and costs.

Later, in Justice McKane's court, Hermann was given a judgment for $1 and costs. The costs in each case amount to more than $10. After the trial Burgdorff swore out a warrant for Hermann, charging him with disturbing the peace.

MARRIED IN CALIFORNIA.

Friends of John Beaird, Jr., and Mrs. Catharine Holtfoerster Surprised.

The friends of John Beaird, Jr., the well-known East St. Louis politician and business man, were surprised to learn of his marriage at Los Angeles, Cal., on August 22, to Mrs. Catherine Holtfoerster, widow of F. H. Holtfoerster.

The couple have known each other from childhood, but they were never suspected of being anything more than friends. In the company of a party of friends they attended the convention of the Elks in Salt Lake City, Utah, several weeks ago, and at the close of the convention started on a tour of the coast States.

Mr. Beaird's wife died about a year ago and Mrs. Holtfoerster's husband was killed in a street car accident a few weeks later.

East St. Louis Items.

—George Willis and Henry Ellisworth were placed under $500 bond each by Justice Boyne yesterday. They are charged with stealing eight cases of shoes and one case of hats from a railroad car.

—Thomas Hogan, aged 17 years, was bound over to the Grand Jury in the sum of $500 by Justice Hender yesterday. He is charged with stealing several triple valves from an Illinois Central box car.

—The East St. Louis Bartenders' Protective League, No. 232, will give its first annual picnic at Wolf's Park on August 31.

—An ice-cream social will be given at the Park school, in Winstanley, on Friday evening, August 22.

—An unknown man became delirious at Central Park yesterday, and for a few minutes gave the park employes a hard struggle to keep him from doing himself and others bodily injury. Doctor Doyle was sent for and the stranger became somewhat quieted. He seemed to be suffering from a very high fever. When the physician made his appearance the sick man broke away from his captors and is still at large.

—The East St. Louis High School Alumni football team met last night and organized for the coming season. Charles Ring was elected manager and A. M. Engmann was chosen captain. Doctor Hertel will coach the team.

—The corner stone of the school building of the new Sacred Heart Parish will be laid with appropriate ceremonies on Sunday, August 31. All the parishes in the city will participate in the service. The Right Reverend John J. Janssen of Belleville will officiate, and Reverend Thomas O'Malley of St. Louis will preach the dedicatory sermon.

—Doctor W. R. Tuttle of Bryan, O., has been appointed teacher of history in the High School.

—The parochial school of Sacred Heart Parish will open on September 8, in the temporary headquarters of the parish on Nora Seventh street. More than 100 pupils have been enrolled. Sisters of the Order of Servites, designated as Servants of Mary, will teach.

—Court Cahokia, No. 3165, I. O. F., met last night and initiated several candidates. A committee consisting of J. F. Hagerty, Joseph Welck and Fred Lange was appointed to make arrangements for a ball to be given by the lodge in the