

New and Greater Jefferson.

History of the Movement which gave to us the Bridge.

It was a struggle which required two years of hard, earnest work to bring to a successful termination—Trials, tribulations and opposition overcome—The fight in congress for a low bridge charter retold.

By an examination of an old map of the City of Jefferson, made about the year 1873, by Charles V. Buck, who was at that time city engineer, it will be seen that in the early days the people of Jefferson City were discussing the possibility of the construction of a bridge across the Missouri river on Bolivar street. The map shows the site and has the tracings of a bridge across the river. At that time such a structure as is now about to be built and under contract would have cost at the very lowest estimate \$800,000. Since that time several efforts have been made to induce the Chicago & Alton railroad company to construct a bridge, but without results. The matter rested in that condition until the 10th day of April, 1893.

On the evening of that day, at a large gathering of citizens, about one hundred, who had met for the purpose of electing officers of the Commercial club that had been recently organized, J. C. Fisher of this city made a speech calling attention to the great advantages that would accrue to this city by the construction of an electric road and wagon bridge across the river, stating at the time that the cost would probably be \$300,000. This address was heartily applauded, and from that time to this the people of this city have been talking bridge. Shortly after the meeting above referred to, a proposition was submitted by an eastern company to construct a bridge at this place for a bonus of \$50,000. Mayor Grimshaw appointed a soliciting committee of fifteen of the most prominent citizens, to ascertain whether this money could be raised. That committee consisted of the following persons: J. C. Fisher, chairman; F. H. Binder, Henry J. Dulle, Philip Ott, A. Brandenberger, Henry W. Ewing, R. Dallmeyer, Hugo Monnig, J. W. Henry, Ben Vieth, L. D. Gordon, W. F. Roesen, W. W. Wagner and Dr. J. P. Porth.

This committee immediately commenced the work of soliciting subscriptions, and by the 20th of June had secured \$48,000. Up to this time no charter had been secured from congress authorizing the construction of a bridge, and for that reason it was impossible to accept any proposition from an outside company to build the bridge at that time. After this bonus had been secured, a meeting of the Commercial club was called for the purpose of determining the best policy to be pursued under the circumstances. It was decided at that meeting that a company with a capital stock of \$2000 be organized for the purpose of making soundings of the river and of a high bridge, that the people might know just what the cost of such a structure would be. A committee of three was appointed to visit every member of the club for the purpose of

securing stock subscriptions to the amount of \$2000, for the purposes indicated. When this stock was subscribed a company was organized and a charter secured from the secretary of state. Mr. J. A. L. Waddell, an eminent bridge engineer, who was especially familiar with bridge building on the Missouri river, was invited to come before the board, and was employed to make the soundings of the river and plans for a high bridge. Mr. Waddell was assisted in making the borings by Mr. Alexander H. Weber of this city.

After the soundings had been made and the plans for a high and low bridge and a report made to the company as to the cost of such structure, it was at once decided that congress be asked for a charter authorizing the construction of either a high or low bridge. This charter was drawn up in February, 1894, and sent to Senator Vest and Congressman Bland. Owing to the opposition of the Missouri river commission against the granting of low bridge

not justify the expenditure of the amount necessary to build it, and the cost of maintaining it. With the outlook gloomy, and every prospect of securing a low bridge charter very dismal and uncertain, J. C. Fisher concluded he would go to Washington and make the last final effort and struggle for a low bridge charter. He left the city on the 10th day of December for Washington, with the following document, plans of bridge and other letters and documents, directed to the Hon. Daniel Lamont, secretary of war.

CITY OF JEFFERSON, MO., December 10, 1894.

To the Hon. Daniel Lamont, Secretary of War, Washington, D. C.: Dear Sir—The undersigned citizens of Missouri beg to testify to the excellent work done by the Missouri River Commission in the improvement of the Missouri river, above, and below Jefferson City, Mo.

We beg also to call your attention to the great necessity and public demand for a highway bridge across the Missouri river at the capital of Missouri. Its importance is recognized by the whole people of this state. We think that the excellent work of the River Commission in confining the river within the limit of 1100 feet, is of such substantial character that the channel can in nowise be endangered by the construction of a draw-bridge. Owing to the topography of the country, and the great cost, it seems impossible to construct a high bridge under the charter granted. We therefore recommend that the amendment asked by the Jefferson City Bridge and Transit Company, to the charter already granted by Congress, to permit the construction of a draw-bridge, be granted. And that in this instance the rule prohibiting draw-bridges, as adopted by the Missouri River Commission and War Department, be so modified as to permit the construction of a draw-bridge at Jefferson City, Mo.

Respectfully,
H. CLAY EWING, President Exchange bank.
J. C. FISHER, Editor and Prop. State Republican.
HENRY W. EWING, Editor Jefferson City Tribune.

On the 19th day of December Senator Vest secured the consent of the Committee on Commerce for the favorable report of an amendment to the charter authorizing the construction of a low bridge at Jefferson City, and made his report to the senate and secured the passage of the amendment. Before Christmas Congressman Bland had put the measure through the house, and on the 5th day of January, 1895, it received the signature of Grover Cleveland, president of the United States, upon the recommendation of General Casey, then chief engineer of the war department.

After the approval of this charter authorizing the construction of a draw-bridge across the Missouri river at Jefferson City, the weather being so cold, it was practically impossible for anything to be accomplished in the way of soliciting stock subscriptions, but the company was making every effort to that end, when suddenly, and without warning, the bridge company and Jefferson City were confronted with the capital-removal scheme. For a few weeks it looked very much as if it would be impossible to resurrect the bridge, but notwithstanding the effort of Sedalia to kill Jefferson City, the following gentlemen of the old soliciting committee concluded they would shoulder the labor of securing over \$100,000 in cash for the purpose of securing this bridge. These persons were J. C. Fisher, L. D. Gordon, W. F. Roesen and Dr. J. P. Porth. They commenced their labors about the 22d of March, and by the 15th day of May had secured something over \$100,000. Before the committee resumed their work, the bridge committee called their engineer and the contractor for a conference and secured a modified proposition to build a draw-bridge under the amended

City shore will be a draw span of 440 feet between centers of end pins; following which will be two clear spans of 350 feet each between centers of end pins; then a pile trestle of about 465 feet long and finally a protective earth embankment about 1300 feet long. The clear roadway of the bridge is to be 20 feet, making the distance between center spans of trestle 22 feet; the clear roadway will be something less than 15 feet. The hand rails are to be of wood, strong and high and thoroughly braced so as to prevent accidents.

At the bottom of each hand-rail there is to be a wheel-guard of timber to prevent vehicles from striking the hand-rail or superstructure. The floor is to be of long-leaf southern yellow pine.

Pier No. 1 of the bridge will be two steel cylinders filled with concrete on bed-rock about level of low water.

Pier No. 2, the pivot pier for the draw, will be above water, a still shell 24 feet in diameter, filled with concrete, and resting on a timber crib and caisson filled with concrete and sunk to bed-rock by the pneumatic process.

Pier No. 3 will be two steel cylinders, filled with concrete resting on a timber crib, also, filled with concrete and sunk to bed-rock by the pneumatic process.

Pier 4 is of the same character as No. 3.

Pier No. 5 is two steel cylinder, each resting on a mass of concrete, cased with a timber crib, surrounding a group of piles driven down to bed-rock. All of the cylinders and the various piles are braced together by steel plates, thoroughly strengthened and stiffened by struts and ties.

The bridge is constructed for the carrying of motor and street cars, wagons, etc.

MARKS AN EPOCH

In the Life of Historic Old Jefferson City.

The Great Steel Bridge is the Evidence of the Push, Energy and Determination of Her People. In Less than a Year a Great Highway Will Span the Mighty River.

The breaking of ground for a steel wagon bridge across the Missouri river yesterday is an epoch in the life of this historic old town. It is the evidence of the push and energy of the people of Jefferson City. In less than a year from now we will present the public with a highway across the great river as a result of the liberality and enterprise of our people. We have not been impelled to this work by fear of the removal of the capital. For a long time we have realized the necessity of a better and cheaper way of crossing the river than by the old-time ferry, in the interest of the city, and for the better accommodation of persons visiting the capital on public business from the northern part of the state, and two years ago, with no apprehension of the question of capital removal ever again disturbing us, the idea of building a bridge was conceived, and \$50,000 as a bonus, to be donated to any firm or corporation that would build the bridge. Then we concluded to build and own it ourselves; the citizens contributed the money and let the contract for its erection. When this bridge is built, it will be the first to span the river built by private enterprise.

For ten years Sedalia maintained a



Perspective View of the Jefferson City Bridge & Transit Company's Bridge to be built over the Missouri River at Jefferson City, Mo. Designed by J. A. L. Waddell, Chief Engineer. November 1894. May 11, 1895.

charters, the company failed to secure such, but were granted the privilege of building a high bridge. The engineer of the company, Mr. J. A. L. Waddell, having made plans for a high and low bridge, was sent to New York, Chicago and other eastern cities for the purpose of securing the very best possible bid that could be secured for the construction of a high bridge. The four bids as made by these competitors were presented to the board of directors of the Jefferson City Bridge and Transit Company, consisting of F. H. Binder, H. W. Ewing, Henry J. Dulle, J. W. Henry, J. C. Fisher, H. F. Priesmeyer, J. P. Porth, Hugo Monnig, R. Dallmeyer, W. W. Wagner and A. P. Grimshaw. The proposition of Mr. A. J. Tullock, proprietor of the Missouri Valley Bridge and Iron Works, was found to be the best, and was accepted, upon the condition that final contract should be awarded if the money could be raised. The capital stock of the company was thereupon increased to \$200,000. After this charter was secured the company located the bridge on Madison street, a natural site for a high bridge, but upon a careful investigation it was found that the cost of the high bridge was \$30,000 more than the low bridge, and the annual expense of keeping it up \$5000 more, and the company soon became convinced that it was impossible to build such a bridge. The prospects for a bridge had become very gloomy, and the company was about ready to throw up the sponge and surrender all hope of securing a bridge, as under the charter they had no authority to construct a low bridge, and the funds for the high bridge could not be secured, in view of the fact that the income would

charter on Bolivar street. The cost of this bridge, in round numbers, is about \$200,000. After the modified proposition had been made, the same was duly accepted by the company under an agreement that the contract must be finally closed before the first day of June. After the soliciting committee found that they were practically certain of raising the amount, the engineer and contractor were called before the bridge company on Tuesday and Wednesday (May 14 and 15), and all plans and specifications and contract were submitted by the engineer, J. A. L. Waddell, and thoroughly examined by the board of directors. Gen. H. Clay Ewing, Mayor Silver and Mr. J. R. Edwards were invited to assist the board in making final contract, and on Wednesday evening at 10:30 p. m., May 15, the contract for a draw-bridge on Bolivar street was duly entered into by and between the Jefferson City Bridge and Transit company, through its President F. H. Binder, attested by J. P. Porth, secretary, and A. J. Tullock, proprietor of the Missouri Valley Bridge and Iron works of Leavenworth, Kansas. Under the contract, this bridge is to be completed on or before the first day of March, 1896. The following is a description of the bridge. The bridge is located at the foot of Bolivar street, Jefferson City, Mo., and across the river at right angles to the current. From the retaining wall in the street to water's edge, the structure will be a trestle about 140 feet long across the Missouri Pacific railway track with a clearance of 21 feet above base of rail. This trestle will consist of steel towers and cross-girders, with a wooden floor and wrought-iron hand-rail. The first span from the Jefferson

- A. A. LESURE, Secretary of State.
- H. W. HICKMAN, R. R. & Warehouse Commissioner.
- LON V. STEPHENS, State Treasurer.
- JAS. HARDING, Civil Engineer and Sec. R. R. Com.
- L. E. WOLFE, State Supt. Schools.
- WM. J. STONE, Governor of Missouri.
- R. F. WALKER, Attorney-General.
- L. C. LOHMAN, Owner steamer Edna and barges.
- R. DALLMEYER, President Ferry Co.
- J. M. SHEPHERD, State Auditor.
- J. R. EDWARDS, Editor Cole County Democrat.
- A. P. GRIMSHAW, Mayor Jefferson City.
- H. C. GEISEBER, Clerk U. S. Court.
- J. J. RUSSELL, Charleston, Missouri.
- JAMES B. GANTT, Postmaster.
- G. D. BURGESS, Senator 9th Mo. District.
- ED. CRUMBAUGH, Clerk Auditing Com., Boone Co.
- EDWIN SILVER, Sec'y Dem. State Gen. Com.
- J. R. GREEN, Clerk Supreme Court.
- F. H. BINDER, Pres Jefferson City Water-works.
- M. R. SINKE, President Merchants' bank.
- O. G. EUBACH, Cashier First National bank.
- J. W. HENRY, President First National bank.
- W. Q. DALLMEYER, Cashier Exchange bank.
- W. P. FREEMAN, Representative Miller county.
- J. E. SWANSON, Representative Sullivan county.
- JOHN T. SHORR, Representative Cole county.

The present officers of the Jefferson City Bridge and Transit company are: F. H. Binder, president; H. F. Priesmeyer, vice-president; J. P. Porth, secretary; J. W. Henry, treasurer, and Edith Rhodes, assistant secretary. The authorized capital stock is \$200,000, and the amount subscribed to date \$104,250.

Sold the First Lumber.
Ed. R. Hogg, the lumber merchant is entitled to the distinction of having sold the first lumber for the bridge. He supplied the material for the construction of the stand on Bolivar street, donating all that was not spoiled in the building of the structure and selling the company all that could not be returned to the yard in a condition to be sold.
Mr. Andrae's Enterprise.
Mr. H. P. Andrae, the confectioner and caterer of the good and cooling things so dear to the hearts of the ladies and children in the summer time, has completed his pavilion. It is an enterprise that cost Mr. Andrae a neat sum of money and is a credit to him and the town.
A more delightful place could not be desired. In the center of the pavilion a big fountain has been erected and in the pool at its base gold fish and other aristocrats of the finny tribe will disport themselves. The fountain will be flanked with choice flowers and plants and all the other surroundings of the pavilion will be equally as attractive.
Mr. Andrae's business house has been fitted up throughout with all the modern conveniences, such as electric lights, gas, hot and cold water, etc.

lobby here to urge the submission of a proposition to remove the capital. For many years this agitation destroyed the energy of our people. In 1887 \$250,000 was appropriated for rebuilding the old capital. Then with renewed confidence and hope our people went to work with redoubled energy, built hundreds of elegant homes and business houses, increased our population at least 2000, and the city grew and prospered. Then our ancient enemy appeared once more in her selfishness upon the scene, and, by means known only to her representatives, railroaded a resolution through the legislature submitting to the voters of the state a constitutional amendment removing the capital to Sedalia. The rapidity with which it was put through gave the matter an appearance of having been passed by the use of money, and it was so charged openly upon the streets. It was also openly charged that members accepted the stock of a wild-cat land company composed of Sedalia people, for their help in rushing the measure through. Be that as it may, no measure of such importance was ever put through a Missouri legislature in such indecent haste. This measure, ultimately involving millions of dollars of the people's money if it should be adopted by the people, was not even read by the members until it was laid upon their desks a few minutes before it was introduced and passed. No time was given for the consideration or discussion of the subject, and it was passed through both houses under whip and spur the same day it was introduced. The matter appeared to have been "fixed" before the legislature convened, as some of the Sedalia lobby declared. We have met Sedalia in this



J. A. L. Waddell

J. A. L. WADDELL.

Sketch of the Distinguished Engineer Who Drew the Plans for the Jefferson City Bridge.

Mr. J. A. L. Waddell, the engineer who drew the plans for the bridge, was born at Port Hope, Ontario, Canada, January 15, 1854; received preliminary education in Canada; took the full course in civil engineering at the Rensselaer Polytechnic Institute, Troy, N. Y., graduating therefrom in 1875. For the next three years practiced in railroad and general engineering, then spent two years at the Rensselaer Polytechnic Institute as assistant professor in rational and technical mechanics and other courses. Then two years as principal engineer to the bridge building firm of Raymond & Campbell, of Council Bluffs, Iowa. In May, 1882, was called to the chair of civil engineering in the Imperial University of Tokio, Japan. A few months before this received the ad eundem gradum honorary degree of Bachelor of Applied Science from the McGill University of Montreal, Canada, and in June of the same year took by examination in that institution the post-graduate degree of Master of Engineering.

In August, 1882, went to Japan and remained there nearly four years in the employ of the government. Returned to America in May, 1886, and spent the remainder of the year at the office and shops of the Phoenix Bridge Co., at Phoenixville, Pa., returning west and settling in Kansas City at the beginning of 1887, representing the Phoenix Bridge Co. as their western agent, and doing an independent engineering practice besides. In 1892 resigned all connection with the Phoenix company, and since then devoted entire time and attention to the practice of bridge engineering proper, being independent of all companies.

Is a member of the American Society of Civil Engineers, and of the national engineering societies of Great Britain, France and Japan. Author of two or three standard treatises and a great number of papers on the subject of bridge designing and building. In 1888, in recognition of his professional services to the Japanese government, more especially in the writing of a special treatise on "A System of Iron Railroad Bridges for Japan," the emperor of that country conferred upon him the Order of the Rising Sun, with the rank of knight commander.

His principal completed engineering works are: The Halsted street lift bridge of Chicago; the Red Rock cantilever bridge, with its 660-foot span, over the Colorado river, on the line of the Atlantic and Pacific railway; the Omaha Bridge and Terminal company's bridge between Council Bluffs, Iowa, and East Omaha, Neb., with its 520-foot draw span, which is the longest yet built in any country; the Sioux City truss-bridge, and the rebuilding of the Fort Leavenworth bridge after partial destruction by fire.

Besides these, he has built a great number of small bridges and viaducts in various portions of the United States and Mexico. He is now consulting engineer of the Northwestern Elevated Railroad company and the Lake Street Elevated Railroad company of Chicago, Ill., and of the Kansas City, Pittsburg and Gulf Railway company. He is also chief engineer of the Pacific Short Line Bridge company at Sioux City, Iowa, and of the Omaha Bridge and Terminal company of Omaha, Neb.

HON. FRED. H. BINDER.

Sketch of the President of the Jefferson Bridge and Transit Company.

Hon. Fred. H. Binder, one of the heaviest stockholders and president of the Jefferson City Bridge and Transit Company, is a citizen of whom all Jefferson City is proud. For the past twenty-five years he has been one of our leading men. He is a leader in all that the word implies, for there is no movement looking to the advancement and upbuilding of Jefferson City in which he cannot be found at the front. He was one of the first to recognize the importance of building the bridge, and was untiring in his efforts to bring about the consummation of that great enterprise.

Mr. Binder is a native of Hanover, Germany, where he was educated and grew to manhood. He fitted himself for the profession of architecture and building. When twenty years of age he came to America, living for a year in Franklin county, this state. It was in 1867 that he came to Jefferson City, and since that time he has resided here. He commenced life here as a journeyman carpenter, but it was not long until he was foreman for his employer, and soon entered upon a career as a builder, which has placed him at the head of that profession in this state.

Mr. Binder is just now engaged in completing the main building of the



State University at Columbia, which will be dedicated early next month. He has also constructed a number of other notable buildings, among them the State Reform School for Boys at Boonville, several of the department buildings of the State University, the Adams block at Fulton, and the school, chapel and additions to the Missouri Deaf and Dumb institution at Fulton. He also has under contract additions to the State Home for Girls at Chillicothe. Locally, Mr. Binder has many monuments to his skill and industry. He is the president of the Jefferson City Water-works Co., and the system, one of the finest in the West, was constructed under his supervision. He also built St. Peter's Catholic church, the Monroe house, the Exchange and Merchants' banks, the Manual Training School building at Lincoln institute, and numerous private residences.

Time and again Mr. Binder has been honored by his fellow-citizens. He served as mayor, and was one of the original founders of the first building and loan association organized in Jefferson City. He was its first president, and is still holding that position. He is broad and liberal in his views, and a man of the strictest integrity.

Mr. Binder resides in a modest, com-

fortable home on Dunklin street, where in his moments of leisure he can gratify his taste for literature, having a well-selected library. His only child, a son bearing his name, Frederick, is at present in Germany completing his education. He will follow in the footsteps of his father as an architect and builder.

MR. J. C. FISHER.

He Inaugurated the Bridge Movement and is Entitled to the Distinction of Being Called "Father of the Bridge."

It is conceded by all that Mr. J. C. Fisher is the "Father of the bridge." It was he who started the movement, and it was he who kept the breath of life in it. He insists that the credit belongs wholly to the subscribers whose money will build the structure. His clear head and determination have won laurels before. It was he who organized the movement that gave us a new capitol building. He and Mr. W. W. Wagner built the electric light plant. In the water-works fight he was a leader, and demonstrated his faith by investing over \$16,000 in it. He can be found in every movement for our advancement. Mr. Fisher was admitted to the bar in 1877 and enjoys a large civil practice. Since his canvass



for the office of prosecuting attorney in 1882, he has steadfastly refused all political honors, except to attend conventions and help his friends. He was spoken of as the republican candidate for congress last fall against Mr. Bland, but the "empty" honor, as it was considered at that time, of a nomination had no charm about it for him, and hence Dr. Hubbard will draw salary as the representative in congress for this district for the next two years. Mr. Fisher is a man of wonderful nervous force and energy. He is tireless in all that he undertakes. He has a most charming family and resides in a handsome residence on East Main street.

MARKS AN EPOCH.

(CONTINUED FROM 1ST PAGE.)

arena often before, and have always succeeded by appealing to the good judgment of the legislature to defeat her selfish greed, but this time, by questionable means and under-hand methods, she has again succeeded in arresting our progress to some extent, and casting a cloud over our prosperity. The land upon which the city of Jefferson is located was donated by Congress to the state of Missouri for a permanent seat of gov-

MISCELLANEOUS.

FOR SALE—Choice business property on High street. For further particulars apply at this office. 9 4 d&wt.

FOR SALE—Cheap lots in the eastern part of the city. For price and terms apply to A. J. Bauer. 4 10 dtf.

FOR SALE—A block of dwelling houses bringing a good rental income; not much ready cash required; party intends leaving town; a bargain. Apply to A. J. Bauer. 5 1 dtf.

FOR SALE OR LEASE—5,000 acres of land, in a body, in Osage county, Missouri, near the Osage river, for sale or lease for a hunting park, fruit orchards or sheep ranch. For particulars address H. Clay Ewing, Jefferson City, Mo. 4 18 dtf

FOR SALE, VALUABLE REAL ESTATE—The real estate in Jefferson City belonging to the estate of Mrs. Caroline V. Price is offered for sale in order to settle up the estate. For terms, etc., apply to Oscar G. Burch, agent. 6 3 dtf.

TO SUBSCRIBERS TO THE World's Fair Portfolio—Why send to St. Louis to have your portfolio bound? You can save express charges by getting them bound at THE TRIBUNE Bindery at St. Louis prices. 6 3 dtf.

CHEAP LANDS IN HOUSTON COUNTY, TEXAS, on Line of I. & G. N. R. R.—The Houston County Immigration and Development society would make known that they have 680,000 acres; only 100,000 in cultivation; population, 25,000. Produces cotton, corn, oats, sugar cane, melons, potatoes, grapes, berries and fruits of all kinds. Havana tobacco and other crops. The home-seeker is invited to correspond with J. C. TOLMAN, Corresponding Secretary, Crockett, Tex. Home-seekers' excursion April 2 from various northern and eastern points. 3 27 d&wt.

THE "KATY'S" HOME SEEKERS' EXCURSIONS—For trains of April 30, May 21 and June 11, 1895, the Missouri, Kansas and Texas railway will sell tickets to all points in Texas, Lake Charles, La., and to Eddy and R. well, N. M., at rate of one lowest regular first class fare for the round trip. Tickets limited for final return twenty (20) days from date of sale. Stop over privileges will be allowed on both the going and returning passage within the final limits of tickets at all points south of Ocotopa, Kas., except on tickets sold to points on or via the Southern Pacific railway. No stop over on that line will be allowed. For further information as to rates, etc., call on or address, Jas. L. Coss, Agent, North Jefferson, Mo. P. O., Cedar City, Mo.

NOTICE TO CONTRACTORS—JEFFERSON CITY, Mo., May 20, 1895.—Sealed proposals for the construction and completion of the new building for Lincoln institute normal school at Jefferson City, Mo., according to the plans and specifications prepared by A. Opel & Co., will be received by the undersigned up to 9 a. m. May 31, 1895, at which time the board of regents will meet to accept or reject such proposals. Each bid must be accompanied by a certified check of \$1,000 that the bidder, if successful, will enter into contract and give bond, with good and sufficient security, in the penal sum of \$35,000, to complete said building according to said plans and specifications on or by November 1, 1895. Said plans and specifications are to be seen at the office of A. Opel & Co., architects, Jefferson City, Mo. Separate proposals will be received for the steam heating. The right reserved to reject any or all bids. By order of the board of regents. OSCAR G. BURCH, Secretary. 6 21 dtf

Missouri Valley Turnfest,

Kansas City, Mo., June 1 to 3, 1895.—For above-named occasion the Missouri Pacific railway will sell tickets to Kansas City, Mo., and return at the rate of one and one-third fare (\$6 35) for the round trip. Tickets on sale May 31 to June 3, inclusive, good to return until June 4. JNO. J. CHURCH, Agent.

Gun Shop.

Wm. Schmidt has removed from Wm. Lueke's shop, on Monroe street, to Jefferson street, where he has opened a new shop, adjoining Zuber's place. He will repair guns, locks, pumps, bicycles and machinery of all kinds on short notice and in the most workmanlike style. 4 26 lmd&w

The Twice-a-Week Republic.

Special offer. Good only until March 31, 1895. Send two new subscribers with \$2 and get one year free. Send four new subscribers with \$4 and receive the paper two years without cost. "Do you know a good thing when you see it? A word to the wise is sufficient." Address THE REPUBLIC, St. Louis, Mo.

Grand Lodge, I. O. O. F.,

Of Missouri at Nevada, Mo., May 21 to 23, 1895—On account of the above the Missouri Pacific railway will sell tickets to Nevada, Mo., and return at the rate of one and one-third fare for the round trip, on the certificate plan. As the delegates will, after adjournment, go in a body to Liberty, Mo., to participate in the dedicatory exercises in connection with the opening of the state I. O. O. F. building, the agent at Nevada will, on presentation of certificates issued by the Missouri Pacific railway or any other Missouri line, certified to by Mr. E. M. Sloan, grand secretary, and executed by Mr. H. H. Leddie, joint agent, issue tickets to Kansas City at the rate 2 cents per mile, allowing passengers to retain certificates. Agents at Kansas City will, on return of parties from Liberty, take up Missouri Pacific certificate and issue return tickets to destination at one-third fare. For further information call on John J. Church, agent.

Andrae's famous ice cream, leas, strawberries and cream at the pavilion to-night. 5 22 lwd

SALOONS.

GEO. POPE

Proprietor of

THE OAK,

223 Madison St.

—DEALER IN—

WINES LIQUORS and CIGARS.

EVERYTHING FIRST-CLASS. YOUR PATRONAGE SOLICITED. 12 18 95-lyd.

BUTCHERS' & DROVERS' Exchange HENRY WAGNER, Proprietor. No. 221 East High St. JEFFERSON CITY, MO

FINEST WINES AND LIQUORS

Best Brands Foreign and Domestic Cigars In connection with the bar I have a nice lunch counter, which is open day and night, and a specialty made of fixing up lunches for hunting and fishing parties. Polite and accommodating bartenders.

Monarch Saloon

I. BODENHEIMER, Proprietor.

FIRST FLOOR OF MUSIC HALL Keeps constantly in stock the best line of imported and Domestic Liquors and Fine Cigars in the city.

The Monarch Saloon is a quiet and orderly place, and the welfare of patrons carefully looked after. Mr. I. Bodenheimer pays the highest market price for Hides, Furs, Beeswax and similar articles.

DO YOU SMOKE?

If so, you are the very man we are after, and we'll get you, too, sooner or later. But the sooner the better we will like it. We manufacture the fragrant and delightful "Latest Style" and

PERFECTO CIGARS

And they are just about as nice as can be found anywhere on this mundane sphere. We can also supply you with the very best brands of Smoking and Chewing Tobacco. Come around and let us get better acquainted with you.

JOHN W. GRIFFHAMMER.

No. 218 Madison Street.

8 5 94-lyd.

SPRING AND SUMMER MILLINERY



The Old Reliable Millinery House of Mrs. G. F. Robinson still to the front with a full line of the very latest novelties in fall millinery, and will be pleased to have her old patrons and the public generally give her a call before purchasing elsewhere, as her stock shall be kept fresh from the Eastern Markets.

MRS. G. F. ROBINSON

No. 106 E. High St., Jefferson City.

The Man

With a wart on his nose feels no less uncomfortable than the owner of a nice horse with a poor harness. Now we are a sort of a "wart remover" to the harness trade and can furnish you with a harness

Guaranteed

In every respect with any kind of trimmings and made of honest material, for less money than it can be bought for at any other house in the city. Any horse would feel proud with it on his back.

Blankets,

Lap Robes, Saddles, Bridles, Brushes, Etc., constantly on hand. Repairing of all kinds neatly and promptly executed. A fair trial is all I ask.

John Schmidt, No. 217 East High St. 94-1d&w JEFFERSON CITY

BANKS.

M. E. SINKS, J. H. DIERCKS, President, Cashier. I. R. EDWARDS, W. W. BERRYMAN, Vice President, Assistant Cashier.

THE MERCHANTS' BANK OF JEFFERSON CITY, MO. Capital, \$200,000.

DIRECTORS: E. HOLTSCHNIDER, F. E. BINDEL, L. C. LOHMAN, C. A. WARE, M. E. SINKS, J. E. EDWARDS, F. H. REPHLO, J. H. DIERCKS, G. A. FISCHER.

Call Special Attention to Our SAFETY DEPOSIT BOXES 12 93 lyd&w

H. CLAY EWING, W. Q. DALLMEYER, President, Cashier. W. A. DALLMEYER, ASSISTANT CASHIER

Exchange Bank

JEFFERSON CITY, MO. Average Deposit, \$350,000.

Does a general banking business; Buys and sells Domestic and Foreign Exchange. Furnish letters of introduction and credit to its various correspondents. Always has money to loan its customers. Allows interest on time deposits by agreement, and deals in Government, State, County, Municipal Bonds and high grade securities. Collections made on European cities direct. 1 27 94 lyd&w

Jesse W. Henry, Oscar G. Buron, President, Cashier.

FIRST NATIONAL BANK,

JEFFERSON CITY, MO.; Capital, \$50,000. Surplus, \$50,000.

DIRECTORS: W. C. YOUNG, J. S. FLEMING, H. J. DULLE, JESSE W. HENRY, GEO. WAGNER, H. C. GEISEBERG, JACOB TANNER.

Do a General Banking Business, buy and sell Foreign and Domestic Exchange, United States Bonds and other securities accounts received; loans and accounts made on favorable terms. Prompt attention given to all business entrusted to its care. 6 7 94 lyd

HENRY ANDRAE, W. H. ROETTER.

LIVERY, FEED AND SALE STABLE

East Main Street, Between Monroe and Adams,

ANDRAE & ROETTER PROPRIETORS.

Our stables being the largest and best equipped in Central Missouri, we are prepared to turn out elegant and stylish rigs at reasonable rates. Carriages for balls, parties and funerals a specialty. Horses and mules bought and sold. Commercial trade solicited. 2 16 94 lyd

No. 218 Madison Street.

WOMAN'S WAY

Is to shop from one store to another, pricing goods everywhere before she makes a purchase. We do not object to the practice, because we know the more she looks around the more she will appreciate what we offer. Where, for example, could she get such bargains in

FURNITURE

As we are offering at our beautiful new store on High Street, near the postoffice! Our stock of Parlor, Dining Room and Kitchen Furniture, Folding Beds, Hall Racks, and everything else in our line, is the most complete ever exhibited in this city. Call and see us in our new quarters.

JOSEPH STAMPFLI

Furniture Dealer & Undertaker

MISSOURI PACIFIC R. R. TIME TABLE
CHANGE OF TIME.

| WESTWARD | |
|-----------------------------|---------------------|
| No. 1, Day Express | Leaves 12:35 p. m. |
| No. 3, Night Express | Leaves 1:15 p. m. |
| No. 5, Local Passenger | Leaves 12:30 a. m. |
| Freight, Carries Passengers | Leaves 10:30 a. m. |
| EASTWARD | |
| No. 2, Day Express | Arrives 2:35 p. m. |
| No. 4, Night Express | Arrives 2:15 a. m. |
| No. 6, Local Passenger | Arrives 12:30 a. m. |
| No. 8, Kansas City Express | Arrives 3:00 a. m. |
| Freight, Carries Passengers | Leaves 3:00 a. m. |

NORTH JEFFERSON, MO.
MISSOURI, KANSAS AND TEXAS RAILWAY TIME-TABLE

| CHANGE OF TIME—WEST-BOUND | |
|--|---------------------|
| No. 1, Texas Express | Arrives 3:08 p. m. |
| No. 3, Texas Express | Leaves 5:10 a. m. |
| No. 63, Local Freight, daily except Sunday, carries passengers | Arrives 8:45 a. m. |
| EAST-BOUND | |
| No. 2, St. Louis Express | Arrives 12:25 p. m. |
| No. 4, St. Louis Express (Night) | Arrives 11:20 p. m. |
| No. 64, Local Freight, daily except Sunday, carries passengers | Arrives 5:00 p. m. |

C. & A. TIME TABLE
Omni-bus leaves Jefferson City at 7:10 a. m. every day except Sunday, connecting with the train leaving Cedar City at 8:00 a. m., which makes prompt connection at Mexico with all trains going east, west or north.
A. P. GRIMSHAW, Ticket Agent.

HOTELS.

MADISON HOUSE
Corner High and Madison.
Ed. J. MILLER, Prop.
Keeps the best line of

Foreign and Domestic Cigars
In the city; also, a

FINE BILLIARD PABLO.

MONROE HOUSE
Corner High and Monroe High Sts.,
JEFFERSON CITY, MO.

W. W. WAGNER, PROP.
Draught and Bottled Beer.

RATES—\$2.00 PER DAY.

ENLARGED, REFITTED AND REURNISHED
LARGE SAMPLE ROOMS ON FIRST FLOOR.

Has Guest Call and Fire Alarm in every room.
Patrons supplied with First Class Accommodations. Accommodating and Trusty Porter at all trains, east, west or north.
Telephone connections to all principal parts of the city. 11 19 93-lyd&w

CITY HOTEL,
Jefferson City, Mo.

VIETH & MILLER
Proprietors.

LARGE SAMPLE ROOMS

Rates, \$2.00 Per Day

Trusty Porters at all Trains
12 31 94 lyd&w

E. HOLTSCHEIDER,
—DEALER IN—

LUMBER
No. 218 MAIN STREET,
Jefferson City, - Missouri.

P. H. LOETHEN. E. SIMONSEN.
JEFFERSON HEATING CO.

Contractors for Steam and Hot Water Heating.
No. 107, Water Street,
JEFFERSON CITY, - MISSOURI

"Homeseekers' Excursions,"

May 21 and June 11.—On the above-named dates the Missouri Pacific railway will sell tickets to points in Arkansas, Colorado, Idaho, Indian territory, Kansas, Louisiana, Missouri, Nebraska, Texas, Utah and Wyoming at the rate of one first-class fare for the round trip, except that the rate to Hot Springs, Ark., will be \$2.20 higher than the rate to Malvern. No ticket sold for less than \$7. Tickets will be good to return for twenty days from date of sale. For further particulars call on or address J. J. Church, Agent.

THE LATEST Silver Novelties.

We are ready for the emergency with a variety of the prettiest SILVER NOVELTIES ever seen in this city. Our!

- Silver Hearts,
- Violet Holders,
- Side Combs,
- Belt Buckles and
- Belt Pins

Are all beauties. The most popular styles at low prices at

T. G. Burkhardt's,
133 E. High St.

SCHNEIDER & CO.,
Flour and Feed Store

EAST HIGH STREET.
Keeps constantly on hand the best of

- FLOUR,
- BRAN,
- SHIPSTUFF,
- CORN MEAL,
- OATS,
- CORN,
- SEEDS.

DR. G. ETTMUELLER,
PHYSICIAN AND SURGEON,
Jefferson City, Mo.

OFFICE at residence, 516 East High Street.
Office hours: 7-9 a. m.; 1-3 p. m.; 7-9 p. m.
Telephone 62. 4 18-1md.

JACOB SCHMIDT
—AGENT FOR—

W. J. LEMP'S
Draught and Bottled Beer.

No. 219 EAST HIGH ST.,
JEFFERSON CITY - MO.

W. A. DALLMEYER
Insurance Agency

C. W. Wallendorf, Manager.
—DEALS IN—

Fire, Tornado, Plateglass, Lightning
Life, Accident and Endowment Insurance.

No. 200 East High Street.
NEW HARDWARE STORE

THE SILVER
Has monopolized public attention long enough. Now we want to know about

THE IRON.
What do you want in the way of tools, implements and general hardware?

THE BRASS
Involves a variety of kitchen utensils and fancy ornaments.

THE TIN
Bears on cooking utensils, pails, buckets, tin roofing, etc.

THE STEEL
Has to do with cutlery, saws, files, knives, razors and other articles.

ALL QUESTIONS
Of metal can be readily and cheaply solved by doing business with us.

SOLE AGENTS
For the Majestic Ranges, conceded by all to be the finest in the world.

Shockley & Ruthven,
No. 110 E. High St.



OUR CAPITOL.

It is a Stately, Dignified and Most Imposing Structure.

One Million Round Dollars would Not Replace the Building, to say Nothing of the Other State Property in Jefferson City—The People Will Have Something to Say in '98.

In 1803 the United States government purchased the French possessions in this country from Napoleon Bonaparte. Missouri and other territory was then known as Upper Louisiana. St. Louis was the only town of any consequence. The territory of Missouri was organized in 1812, and Gen. Wm. Clark, a member of the famous Lewis and Clark's exploring expedition, was appointed governor. The territorial legislature met in St. Louis, and subsequently two sessions were held in St. Charles. In 1821, the state was admitted into the Union. Congress granted four sections of land to aid in the construction of a permanent seat of government. This land was disposed of by commissioners, and Jefferson City selected as the permanent seat of government in 1823. Prior to this time no permanent location had been selected. The first capitol was built on the present site of the governor's mansion. It was a square brick structure two stories high. The senate convened on the first floor, and the house occupied the second floor. State offices were also in the building. In 1837 the state-house was destroyed by fire, and the following session of the legislature was held in the county court-house of this city. Money was appropriated for a new capital building, and the present site selected. The old part of the present magnificent structure cost about \$400,000. It was completed more than 55 years ago, and what it remains is as substantial now as at the day of completion.

The talk of removing the capital from Jefferson City originated with a lot of land speculators at Sedalia, and has been agitated for twenty years. In a

is occupied by the state officers. Entering the south wing, the governor's office is on the left. The first room is occupied by the governor's private secretary, and has a small room attached to it on the southwest. The first is used as a reception room. The middle room is large and is occupied by the governor as an audience and public business room. Back of it is a neat room, occupied by the governor's stenographer. On the right is the office of the secretary of state, which consists of a suite of four rooms and a private office. The next office on the left is that of the superintendent of public schools. This consists of one large room and a small business office. Opposite, and on the right, is the railroad and warehouse commissioner's office, a large audience room and the secretary's room. Facing the rotunda and going toward the north wing exit, the first office on the right is occupied by the auditor. It consists of a private office and a suite of four rooms. Opposite and on the left are the offices of the state inspector of building and loan associations, and the state geologist. The former is a small room, but the latter has been cut up into three compartments and affords ample room for a large collection of minerals, fossils, building stones, etc. The corner room on the right of the north wing is occupied by the state treasurer, and opposite and across the hall are the offices of the labor commissioner and the coal mine and lead and zinc mine inspectors. Many regard these corner rooms as the most desirable of the entire building. The basement of the building is well lighted and ventilated, and cut up into convenient rooms for committee work. The secretary of state utilizes several of these rooms, and in fact they are well adapted for almost any purpose.

One cannot imagine a more imposing site for a state capitol than the present location of the building. It sits on an eminence overlooking the turbulent waters of the mighty Missouri river, a stream that can be navigated for 2500 miles. Across the river lie fertile valleys resplendent in the productions of

IMPORTANT NOTICE!

To our many friends and the public in general, we beg to announce that on or before April 10th, we will be located in our new quarters, Nos. 217 and 219 East High Street, where we will be pleased to see our old friends and customers. We are also pleased to inform the citizens of Jefferson and Cole county in general that our buyer has just returned from the market, and no possible effort has been spared in selecting a Fresh, Clean, Stylish and New Line of Clothing in long cut sacks, square cuts and extra length cutaways; also an excellent line of spring shoes for men, boys, women and children. We are also pleased to inform you that our Hat Stock in styles and quality will be the most fastidious ever exhibited in this city. Our line of straw goods is unexcelled for quality and prices. Call and convince yourself in our new store rooms, Nos. 217 and 219 East High Street, Jefferson City, Mo.

Famous Shoe and Clothing Store,
NEW GOODS ARRIVING DAILY.
Feb. 13, 1896.

SCHULTZ DRY GOODS AND CARPET CO.

To the LADIES of Jefferson City:

It affords us great satisfaction to announce that we have secured the exclusive agency for the

S. C. CORSET.

Also the agency for the Cosmo Unbreakable Corset, which we guarantee for three months not to break down on the sides. Furthermore, the Featherbone 6-hook, Extra Long Waist, is the best ONE DOLLAR CORSET in the market. Try one.

Please remember that we will give you an extra discount on all our Spring Capes. It will pay you to call without delay

SCHULTZ DRY GOODS AND CARPET CO.



MISSOURI STATE CAPITOL

supplemental message to the legislature in 1887 Gov. Marmaduke recommended an appropriation for enlarging the capitol building. Gen. D. H. McIntyre, who at that time represented Cole county in the house, introduced a bill on the 14th of January appropriating \$250,000 for enlarging the capitol building. Senator James E. Hazell, of Monticau, introduced a similar bill in the senate. After many stormy debates the senate bill passed the house March 9, 1887, and in due time was approved by Gov. Marmaduke. The board of commissioners of the permanent seat of government, consisting of Governor Marmaduke, Secretary of State McGrath, Auditor Walker, Attorney-General Boone, Treasurer Selbert and Superintendent of Public Schools Coleman selected plans prepared by Mr. J. B. Legg, of St. Louis, and the contract for constructing the improvements was awarded to Mr. Patrick Mulcahy, of St. Louis. The winter of 1889 witnessed the completion of the building at a cost of something less than \$230,000. The capitol building is one of the grandest structures in the state. It has a front of 300 feet and a depth of 150 feet. From the basement to the deck of the main roof is 70 feet. The dome rises majestically from the center of the vast structure and overlooks four counties.

The north wing fronts on the Missouri river and the south wing overlooks the city. The central portion of the building is the original capitol constructed in 1837-8.

The senate chamber is where it always was, but the hall of the house of representatives is the second story of the north wing. The hall is an amphitheater with a rising floor, and has a seating capacity of 2000, and the gallery will seat more than 100 persons.

Partly surrounding the bar of the house is a commodious lobby. There are two smoking rooms and a commodious cloak room in connection with the house, and all the committee rooms necessary. The second story of the south wing is cut up into suitable committee rooms, to which there is access from the senate chamber.

The first floor of the building

nature, and fringed with a wall of hills or bluffs equal in the scenery of nature to the famed Alps. The eminence on which the capitol sits is relieved by terraces, and the grounds proper constitute a beautiful park.

The sum of \$1,000,000 would not replace the capitol building with all its modern equipments, to say nothing of the governor's mansion, the supreme court buildings and the armory. To the labor of man, nature has added her lustre. On the brow of a majestic bluff, fashioned by the hand of Almighty God, rests the capitol of the state of Missouri. Below are the Missouri Pacific railroad and the greatest river on the American continent. The building is a masterpiece of human art, and even at a distance it impresses one with its grandeur.

And yet there are greedy land speculators who would tear down this mighty structure in order to enrich themselves. They care not for the beauties of nature and the historic associations connected with the state capital. The people, however, will have something to say on this subject, and no one doubts the verdict. It will be: Let the capital remain where our forefathers placed it, and where the constitution says it shall remain forever.

Confederate Reunion

At Houston, Tex., May 20, 1895. For the above, the Missouri Pacific railway will sell tickets to Houston, Tex., and return at the rate of one first-class fare for the round trip. Tickets will be on sale May 18, 19 and 20, limited to continuous passage in each direction, with final return limit of 10 days from date of sale. An extension of 15 days will be granted on deposit of ticket with agent of terminal line at Houston.
Jso. J. Church, Agent.

Notice.

Party Rates, Missouri Pacific railway, May 8, 1895.—From and after this date the Missouri Pacific railway will sell tickets at the rate of 2 cents per mile per capita for parties of ten or more traveling together on one solid ticket between this station and any point on the Missouri Pacific railway and branches. For any further information in regard to above call on John J. Church, agent.

DO YOU

Appreciate real live bargains? We give you bargains that you positively cannot duplicate. See our Lod. Dongola Oxford for \$1, cheap at \$1.25. Our Viol Tan Turn Oxford at \$2.15, positively worth \$2.50. Gents' Fine Tan Shoes and Oxfords, Children's Shoes and Oxfords; in fact, any shoe at 25 per cent below regular prices.

MILLINERY.

We are still Trimming Hats to suit your taste and pocketbook. Satisfaction guaranteed every time. See our Spring Roller Curtains at 20c and many other live BARGAINS at the

Racket Cash Store,
No. 209 East High St.
3 15 96-lyd

It is needless to tell you the best place to go.

When You Need LUMBER

ED. R. HOGG.

We don't find it necessary to specify. Our house's name is synonymous with value.

Everything in Our Line is The best to Be procured For the money.

QUEENSWARE, QUEENSWARE.

Our immense line of QUEENSWARE must be sold within the next

30 DAYS.

Dinner Sets at Cost.
Tea Sets at Cost.
Toilet Sets at Cost—6, 8, 10 and 12-piece Sets.
Ice Cream Sets Below Cost.

500 CHINA PITCHERS

To be slaughtered at prices ranging from 4c up at the

Burch-Mason-Berendzen Grocer Co

IT WAS GREAT!

A Monster Demonstration in Honor of the Bridge.

Our People Turned Out En Masse to Take Part in the Procession—Thousands Congregate in the City—Ceremonies on the Ground—The Speech-Making.



ALL a nature smiled benignly and most beautifully yesterday on Jefferson City. Bathed in the warm and mellow glow of a spring-time sun, bedecked in her garb of green and gay with bunting and national colors, she never looked better. The air, sweet with the breath of roses, was deliciously cool and refreshing. It was the kind of a day that gave zest to living. A more auspicious opening for the great enterprise would be impossible to imagine. Long before the hour for the parade to assemble the people began to gather on the streets and there was in truth a mighty army of them. It was a veritable outpouring and the city folks were reinforced by the farmers and their families, who dropped the pressing work of the spring to come to town and help in the celebration. Callaway county, too, was well represented in the parade and on the streets. The business houses closed, and it was a sure enough holiday all round. Both the senate and house adjourned, and the senators, representatives, officers and clerks helped to swell the multitude. There were many visitors also who came to take part in the general rejoicing, recognizing the fact that the enterprise is not one local in its character, but that it is of interest to the whole people of the state. The celebration was a success in all of its bearings, from the address of Gov. Stone down to the firing of the armory battery by Col. Fred Buehrle and the pyrotechnic displays of the two flambeau clubs. It was fitting that it should be so, for, where on the Missouri river from its source to its mouth can be found a bridge built solely by the enterprise and the money of the citizens of a town of the size of Jefferson City?

THE PARADE.

Amid much music, the booming of cannons, the rattle of musketry and many directions, the march commenced at the Monroe street intersection of East High at about 2:20 o'clock. Mounted police cleared the track for by far the largest and most enthusiastic procession that ever paraded the streets of the capital city. The Jefferson City Cornet band followed behind the police and furnished most excellent music. Grand Marshal Maj. W. H. Lusk, Secretary of State Lesueur, A. P. Grimshaw, Hugo Monnig and H. F. Priesmeyer preceded the Sons of Veterans, acting as a military escort. This proved a very attractive feature of the parade. The semi-military organization is composed of fine looking young men and they have been well drilled.

A carriage containing Gov. Stone, Maj. J. L. Bittinger and Judge D. W. Shackelford, and a second containing Hon. Fred H. Binder, Dr. J. P. Porth and Chief Engineer J. A. L. Waddill, were followed by a carriage containing representatives of the metropolitan press members of the legislature, state officers and a number of prominent persons.

The second division of the procession was under command of Capt. C. W. Thomas, John P. Heinrichs and others. James A. Garfield post of the Grand Army of the Republic came first. It was accompanied by M. J. McCormack's drum and fife corps, which furnished excellent martial music. The post is composed of our most venerable and honorable citizens and their presence in the procession attracted many pleasant remarks. Following the G. A. R. post came the various lodges and societies of the city. They were arranged in the following order:

Capital City lodge, No. 110, K. of P.; Capital lodge, No. 57, A. O. U. W.; Lodge, No. 36, I. O. O. F.; Jefferson City camp, K. O. T. M.; Jefferson City lodge, No. 42, A. F. and A. M.; Prince of Peace commandery, No. 29; Modern Woodmen of America; Catholic societies; Jefferson City Typographical union, No. 113; Cole division, No. 131, K. of P.

The lodges made a splendid appearance. The Odd Fellows and Knights of Pythias in particular appeared to great advantage, and in fact all done exceedingly well. The Catholic Knights of America and the members of the Jefferson City Typographical union were out in full force, and with flying banners and conspicuous badges vied with the nodding plumes and shining swords of the Knights of Pythias and Odd Fellows in adding attractions to Division No. 2. Another feature, and an important and handsome one of this division, was the Capital City Cycling club.

Division No. 3 was under charge of L. D. Gordon, F. W. Roer, Herman Schulte and John A. Linhardt. The Jefferson City Drum corps furnished music for the division. First came the

city and county officers and then followed the teachers and pupils of the public schools, teachers and pupils of the Catholic schools and teachers and pupils of the Lutheran schools in the order named and the children were provided with flags, and thus happy, innocent faces made the third division the most attractive one in the procession. The teachers of the various schools deserve great credit for the careful manner in which they looked after the children.

The fourth division was composed entirely of colored people. Holley's band furnished most excellent music for the division. Those in command were Prof. I. E. Page, Prof. E. L. Anthony, Rev. P. W. Durnivant and Rev. J. S. Dorsey. The division was composed of students from Lincoln institute and colored citizens generally, and it made quite a creditable showing. One feature was the Lincoln institute base ball club in uniform.

The fifth division was under command of W. F. Roesen, Waller Bolton, Henry Ruart and Henry Schmidt. It was made up of officers of the penitentiary, members of the Commercial club, the Jefferson City Fire Co., carriages and citizens generally. The division added dot a little to the parade.

The line of march was from East High and Monroe streets to Adams, north on Adams to Main, west on Main to Madison, south on Madison to High, west on High to Washington, north on Washington to Stewart, west on Stewart to Broadway, north on Broadway to Main and west on Main to Bolivar, where the ranks were broken to attend the ceremonies.

DR. PROTTSMAN'S PRAYER.

After arriving at the grounds a little time elapsed for the arrival of the rear end of the procession. The stand was soon filled with the speakers, distinguished guests, press representatives and others. The band discoursed several selections. When Mr. J. C. Fisher stepped to the front of the platform to introduce Rev. Dr. W. M. Prottsman, he faced a sea of human faces. The crowd was vast. It filled Bolivar street clear back to Main, overflowed over the edge of the bluff and blockaded the acre or so of level ground between the street and the railway tracks. The tops of the surrounding houses were covered. The steamer Spencer drew up in the river at the foot of Bolivar street. She was loaded with spectators. Mr. Fisher introduced Dr. Prottsman, who delivered the following prayer:

Oh! Thou eternal One! whose presence bright, all space doth occupy, all motion guide; unchanged by time's all devastating flight, Thou only God; there is no God beside Thee!

We adore the grace which has given us this day; and we are devoutly thankful that by Thy kind Providence we are



able to commence the foundation work of opening the bridge about to span the Missouri river at the City of Jefferson.

We humbly ask Thy blessing upon the enterprise, and upon the occasion of the vast assembly now supplicating Thy favor.

And will the Lord be pleased to bless the great state of Missouri, and all the states of the Union. Look upon the assembled wisdom of our state, in our legislative, judicial and executive departments, and overrule all acts of legislation for the advancement of the kingdom of God, peace on earth and good will toward men.

Bless the citizens of the capital of the State in trade, commerce, manufactures, education and religion.

Let them not forget the political creed of the great apostle of liberty whose name they bear and honor—who taught the sovereignty of this great republic, the key-note to self-government—what are the rights of one are the rights of all, and what are the rights of all are the rights of one.

Great God, we thank Thee, for this our home, This bounteous birth-right of the free, Where wanderers from afar may come, And freely worship Thee.

Still may our flowers untrampled spring, Our harvests wave—our cities rise— And until Time shall fold his wing, Remain earth's loveliest paradise!

These blessings we ask in the name and for the sake of our Great Redeemer, AMEN.

MAYOR SILVER NEXT.

Mr. Fisher next introduced Mayor Edwin Silver. The mayor was at his best. He said:

FELLOW CITIZENS: The enterprise we today inaugurate reflects credit upon

your intelligence and energy. Since creation down, so far as we of the latter part of the nineteenth century are informed, the great tributary of the "father of waters" has continued its ceaseless flow by your state capital, unspanned by the art or work of man. The time has come when this is to be changed, and when the great obstacle to our intercourse with our fellow-citizens of North Missouri is to be placed under control by the construction across the same of a magnificent steel bridge at a cost of nearly \$200,000. This day and occasion commemorates that undertaking, and is the beginning of a move of great importance and magnitude to our people and of great interest to the state. Locally it will increase your trade, extend your commerce, add to your wealth and advance your political and local interests; nor will its effects be confined to the present generation, they will be permanent and enduring, and will be shared in by those who are to follow you and take your places in the various walks of life. Further, this enterprise will meet a public need long existing. It will establish a direct and convenient communication with our fellow-citizens of North Missouri, make them more accessible to the state capital, and give personal comfort and convenience in coming to and going from the seat of government of our state; and you are to be congratulated on the fact that you have accomplished this undertaking yourselves under conditions not altogether favorable. On reflecting on it, I am forcibly reminded of an incident related of the



ancient Romans, illustrative at once of their courage and patriotism. It is told of them that after suffering an overwhelming defeat at the hands of their great enemy, Hannibal, and his Carthaginian hosts, on Roman territory and within a short distance of Rome itself, that the price of land immediately greatly advanced in the Forum of the city. So you, though assailed by an effort to deprive you of the honor and advantage of remaining the capital of Missouri, conferred upon you by the founders of our state, and connected with so many sacred memories and associations in the history of the state, are proving yourselves equal to the exigencies of the time, and have successfully inaugurated an undertaking which refutes all imputations on your energy and enterprise. Permit me in this connection to recall the fact that St. Louis, the great metropolis of the Mississippi valley and the pride of every Missourian, contained a population of more than a quarter of a million of souls before it constructed a bridge over the "father of waters." Think of this, citizens of Jefferson, and let a just pride animate you on this occasion.

Too much credit cannot be ascribed to the directors of the bridge company for their zeal, fidelity and tireless energy. Success, at times doubtful, always problematical, has at last crowned their efforts, and they can now enjoy the pleasing consciousness of the commendation of their fellow-citizens. We are today favored with the presence of the governor of the state, who will address you, and with the manifestation of friendliness and good will on the part of many citizens of the state, sojourners in our fair city. We feel grateful for this, and trust they will bear away with them to their homes pleasant recollections of this occasion, and that the present capital of Missouri, named in honor of Thomas Jefferson, the immortal author of the Declaration of Independence, and I might add, of the Louisiana purchase, will always retain a warm place in their hearts.

Fellow-citizens, the same enterprise and energy exhibited by you carried into other channels, will assure your prosperity and render you invulnerable in any contest you may be required to meet. That you will so give further manifestations of your energy and prosperous spirit, I feel the strongest assurance. It now becomes my pleasant duty to request Hon. F. H. Binder, the president of the Bridge and Transit Co., to formally begin the work of construction.

MR. BINDER HANDLES THE SPADE.

It was about 3:20 p. m. when Hon. Fred H. Binder shouldered a pick-axe and a spade and stepped down from the stand to break ground. A line had been drawn at just the spot where the first stone-work of the first abutment will be

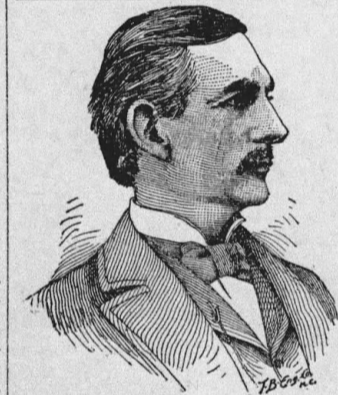
laid. Mr. Binder was greeted by the crowd, eager to see him make the first stroke, and the camera fiends took snap-shots at him. A space was cleared for him finally and he whacked the ground with vigorous strokes with the pick, then he spaded a little bit and the ceremony was complete. Ground for the bridge was broken, and a roar of cheers went up from the assemblage as Mr. Binder climbed back on the stand.

GOV. STONE'S SPEECH.

Mr. Fisher next introduced Gov. Wm. J. Stone. The governor warmed up as he proceeded and made a fine address. His speech in full was as follows:

Ladies and gentlemen: The part assigned to me in the ceremonies of today is a simple one. I will consume but a few moments of your time. The great river that flows murmuring at the feet of your city has been always both a benefit and a disadvantage. Its benefits, however, have largely exceeded the disadvantages. It is a thing of pleasure because it is one of beauty. Stretching like a broad silver band to the east and to the west, with the most picturesque scenery lining either shore, it has won the hearts of thousands of delighted men and women. Nowhere in Missouri can more pleasing scenery be found than that which stretches itself out like an enchanting panorama before the eyes of those who view it from the rugged bluffs of Jefferson. The greatest of American travelers, one whose footsteps have left their imprint upon every land beneath the sun, once declared that nowhere upon the globe had he ever beheld sweeter or more enchanting scenery than that which he viewed from yonder dome.

The river is also a source of pleasure to your people. During my residence here I have often seen on a winter's night the light-hearted youth of your city flying, as if on wings, over the glassy ice shining in the moonlight. It was pleasure mixed with danger, but not more so here than elsewhere in sport of that character. And in the summer time, when the winds come hot from the southland, often have I seen boats loaded with the sons and daugh-



ters of Jefferson sail out over these waters, down or up through these beautiful hills, bearing them away for an hour of pleasure and recreation. The river is also a source of an inestimable practical use and benefit. It supplies you with water for every purpose, unexcelled on the globe. At one of the great international exhibitions, held at Vienna, it was determined by a committee of experts that the waters pouring along this river, with one single exception, were the purest and most healthful in the world. From this source you gather your water supply, inexhaustible forever. Also it furnishes the means of carrying away from you the refuse of the city, and likewise proves an important factor in manufacturing enterprise. It is an avenue of trade and commerce. In this respect it is not so important today as in the past. That is true. I can remember when this river was swarming with craft of different kind. I can remember when great floating palaces were plying the stream, when the jocund song of the busy crew was mingled with the hoarse music of the boat's whistle. Those busy days have disappeared for the present. Still, even today boats do come and go, carrying to the markets of the world the commerce of the richest and greatest land in the world. The more rapid transit afforded by railroads has for the time being, in a large measure, driven transportation from the river. But, my fellow-citizens, I have no doubt whatever that children are born today who will live to see this river again literally alive with barges and boats engaged in carrying the ever increasing commerce of the Missouri valley. As our hills and plains and valleys become peopled, as they are rapidly, by the select of the earth; when Missouri in the near future shall have ten instead of three millions of people; when the cities which lie along this mighty avenue of trade which God has given to our country shall have grown into what they shall soon become; when the government of the United States, as it will, shall take the control of this river in its omnipotent hands, and when engineering skill shall confine its waste of waters in narrow limits and thus deepen its channels; and when the means for cheaper transportation are thus afforded, I have no doubt that the boys and girls within the sound of my voice today will see hundreds and thousands of boats and barges bearing the prod-

ucts of our fields and shops along its turbid floods out over the blue waves of the sea to the markets of the world.

But, my fellow-citizens, this stream has also been an obstacle in your path. You would not give it up; you could not surrender it for any consideration, and yet, through all the years of life it has been an obstacle in the path of your progress, because hitherto it has in large measure cut off a commerce naturally tributary to your city, and has been an inconvenience to thousands of citizens living in the northern part of the state who have had occasion to visit the capital. They have been frequently required in the past to go a hundred or more miles to the east or to the west in order to enter your gates. But today you inaugurate an enterprise that will dissipate and remove that obstacle, although if your just expectations are realized you will still have this beautiful stream singing its love songs to the listening ears of Jefferson's happy people. Still your eyes will feast upon all the beauty nature has given for your delight. Still your manufacturing industries and the necessities of your city will be supplied by its inexhaustible flood; still it will remain here as an artery which a generous nature has given to you and to the people of this commonwealth and of this great valley for the promotion and accommodation of our commerce. But its disadvantages will disappear. Our citizens who live in the northern part of the state can then come directly to the capital. Landing in North Jefferson, they can enter a palace electric railroad car and be put down at the front door of one of the hospitable hostleries for which Jefferson City is famous the wide world over.

Now, I do not know what more I can say. I have been sanctioned in here between the Mayor and the Major. The Mayor's name is Silver. That is only another proof that under the inspiration of a wise public opinion silver is forging to the front, and everybody knows that when Major Bittinger is on deck he is happiest when the silver banner floats above him.

I congratulate you on this auspicious occasion. Since my temporary official residence here my intercourse with the people of your city has been so pleasant and agreeable that I could not but feel the greatest pleasure at anything calculated to increase your prosperity and happiness. More than that, every citizen of Missouri must feel an interest in whatever will promote the well-being of our capital city. This is the most historic town in the commonwealth. Nearly 75 years ago this town, named, as your mayor has said, after the most illustrious statesman in all American history, was fixed as the seat of government for the state. For 70 years the laws under which our people have lived and prospered have been enacted within your corporate limits. Here have been enacted events that, in the aggregate, make up more of history than have occurred in any other town, perhaps, of all the other towns within our broad domain. Here at this capitol conventions have met to formulate constitutions, the fundamental law of the state, to be submitted for the approval of the people. Here more conventions have been held to name the officers who are to administer the public affairs of the people than in all the other cities of the state combined. Here far more of those interesting, and sometimes ferocious, personal, political and legislative combats, which make so much of our history, have been fought out to their termination, than ever occurred in all the rest of the state combined. There is not a man distinguished in the history of Missouri whose feet have not trod the walks and streets of this city, and whose voice has not been heard within its limits. Benton and Blair, and all the great men who have represented our state at the capital of the nation, and have contributed to the honor and glory of the union and the state, have received their commissions at this capitol. Here have resided our public officials for three quarters of a century. Such men as Phelps and Brown are but typical of those who have from yonder capitol sought by administrative wisdom to advance the well-being and prosperity of the people and the majesty and splendor of the state. Here such judges as Scott and Napton, and others equally illustrious, have graced the supreme bench, and by their learning and exalted character, lifted the judiciary of this commonwealth high in the esteem and admiration of all the people of the republic. This is par excellence the historic spot of Missouri. Your hills have seen hostile armies confronting each other, and have heard resounding the fierce alarms of war. Here have assembled men who in political and civil life, in martial and literary life, have contributed most to the glory and renown of the commonwealth. I can not, therefore, but feel a deep interest in your welfare, in your prosperity and progress. As a citizen of Missouri I cannot but congratulate you upon this auspicious and happy occasion. It shows that the spirit of enterprise and thrift is strong in your midst, and that courage and pluck, characteristic of all Missourians, is strongly developed

among the people at the capital. It shows that you are abreast of the age. Those who live in the capital city of a great state like this can not afford to go limping along behind the car of progress. It behooves them above all others to demonstrate that they are typical of the enterprise, civilization and character of the people of the state. If it happens, as I have no doubt it will, that the anticipations of this hour shall be speedily realized, a new impetus will be given to Jefferson City. She will spring up like an athlete with new blood and hope and life, and go forward in the march of progress with firm and unconquerable step. I indulge the hope that before my official term expires, before I shall take my leave of this generous and hospitable people to seek my fortunes elsewhere, that I may have the honor and privilege of being one of those who will assemble here again to witness the sequel of the event we celebrate today.

I saw my friend, Mr. Binder, with pick and spade in hand initiate this enterprise. I only regretted that he used both of them in a way that seemed to be unfamiliar—he used them like an amateur, not like an expert. But his heart is right, even though his hand is unpracticed, and no more enterprising citizen, as you know, resides within the city. I want to see my friend Binder or Silver, about one year from now, with a sledge-hammer (think of Silver with a sledge-hammer!) drive the last nail into the completed structure which is to unite the two sections of the state, and make Jefferson City as much a part of the great empire north of the river as it is of that equally great empire which borders its southern shore.

MAJ. JOHN L. BITTINGER.

When Gov. Stone concluded, Maj. John L. Bittinger of St. Joseph, editor of the Herald of that city, and one of the most brilliant and able members of the Thirty-eighth general assembly, made the closing address of the day. He said:

This day marks the opening of a new chapter in the history of the capital city of this imperial state. The work you begin to-day is in my judgment destined to have a most important influence upon your future growth and destiny. The bridging of the Missouri river at this point will connect you directly with all the northern portion of the state. One new enterprise brings on another, and already the project of extending the Missouri Pacific branch to a connection with the southwestern portion of the state is well under way.

When the people work unitedly and with determination for a common purpose, and to a common end, they seldom fail to achieve success.

When it was first announced that it would be necessary to raise by public subscription the sum of \$100,000 in order to secure the building of a bridge, few people outside of Jefferson City believed that any such amount could be obtained. I doubt if any city in the west of like population could have secured by voluntary contributions so great a sum for



such an enterprise. But you have raised it, and the enthusiasm and magnificent demonstration of today is evidence that you will push forward the work to speedy and successful completion.

Representatives here assembled from every county in the state offer congratulations on the marvelous enterprise you have shown. We will go home and tell our constituents that our capital city is awake, thoroughly imbued with the spirit of progress, and that soon every citizen of this mighty commonwealth will take a just pride in her growth and prosperity.

This city has today one of the most beautiful and picturesque locations on this continent for a capital. In a few years the genius of the landscape artist will transform her rugged and rocky hills into one of the most charming sites on earth, and the architect will design and erect thereon splendid homes for opulent, cultured and refined residents. With these will come the desire for and the appreciation of all the refinements and luxuries of life that education and wealth make possible for the denizens of earth. But a few years must pass and this transformation will come, when every resident of this beautiful capital will be proud to register when he goes abroad as from Jefferson City, Mo.

I confess, fellow-citizens, that while it has been the habit of many to deride the capital as a sleepy, non-progressive place, I have always had an affection

(Continued on fifth page.)

Now for the extension of the Lebanon branch.

"Gov. STONE is a dandy," was the universal expression.

A \$100,000 by voluntary subscription for a single enterprise speaks for itself.

It was a great day for Jefferson City, the permanent seat of government.

CITIZEN BINDER's shovel of dirt was the clod on the coffin of Sedalia's hopes.

THE Missouri Pacific road will build to Lebanon within the next eighteen months.

CAPT. LESUEUR looked every inch the soldier as he directed the march upon a splendid charger.

POOR old Sedalia! A howl of chagrin and disappointment goes up from the city of mortgages.

AS Gov. STONE well said, "this magnificent river will no longer prove an obstacle to your progress."

MAJ. BITTINGER always speaks well. His address yesterday was graceful, appropriate and scholarly.

GOV. STONE's speech made a profound impression and was an attractive feature of an interesting occasion.

SENATOR YEATER is now ready to admit that his astute work and adroit management of last winter has gone for naught.

ALL honor to the public spirited citizens of Jefferson City. They will continue to merit the esteem and friendship of Missourians everywhere.

MAJ. BITTINGER has always been a friend of Jefferson City, and Jefferson City will not forget his kind words and active interest in its behalf.

"JAKE" FISHER was everywhere the recipient of well earned congratulations. It was his untiring energy, intelligent effort and superior generalship that rendered possible the magnificent demonstration of yesterday.

WHEN Gov. Stone, with much impressiveness, said: "At one of the great international exhibitions held at Vienna, it was determined by a committee of experts that the waters of this splendid river were, with one exception, the purest and most healthful in the world. From this you gather your water supply, inexhaustible forever." Everybody thought of the frog ponds and stagnant water of poor old Sedalia.

IF JEFFERSON CITY does not build a bridge across the Missouri river before the capital-removal resolution is voted on in '96, she will not be in it at the polls. It is bridge or no capital—both or none.—Montgomery Standard.

All right, Brother Jacks; we take you at your word. The initial steps have been taken and in less than twelve months the handomest bridge between St. Louis and Kansas City will span the Missouri river at Jefferson City.

GOV. STONE'S SPEECH.
 Gov. Stone's participation in the bridge ceremonies again emphasizes the fact that there is no more pleasing orator in the country. His beautiful speech charmed and held a delighted throng from beginning to end. He was in fine voice and good form and spoke with eloquence and spirit to the greatest audience ever assembled in Jefferson City. Gov. Stone has always been close to the hearts of our people; his kindly interest in our welfare, his words of commendation and cheer, his captivating address are gratefully appreciated and will be long remembered by a constituency who have much reason to be attached to this ideal official and accomplished gentleman.

WHAT IT MEANS.
 The demonstration of yesterday was pregnant with meaning and portent to Jefferson City. It opens out a future for our beautiful and progressive city, which means that we are to have more people, more manufacturing, more prosperity. It is the entering wedge of a new progress and a new life.

It is impossible to calculate in cold figures and words the practical benefit that will follow the construction of the bridge. It will bring new and changed conditions of business; enterprises will spring up and flourish. Jefferson City is admirably located for a manufacturing place, and factories will come. With three great trunk lines at our command, freight rates will be at a figure that will let the manufacturer prosper.

The bridge means that all of that section of the state lying north of the Missouri river is to have easy access to the capital of the state. An electric line will bring the Chicago and Alton and the Missouri, Kansas and Texas railways within ten minutes ride of the center of Jefferson City. In the capital-removal fight this means thousands of votes for Jefferson City.

It means also the broad, rich acres of the Callaway and Boone county bottoms will be tributary to the business men of Jefferson City. This trade naturally belongs here but the barrier of the great river has heretofore cut it off. Now it will come to us.

The business men of Jefferson will find that they never invested their money more profitably than when they put it in the bridge company.

THE NEW BRIDGE.
 The services attending the beginning of work on the new steel bridge over the Missouri river at Jefferson City were significant in themselves, but they were really only the outward evidence of more effective and telling work. They were the mere formal means of letting the people of the state know that Jefferson City is equal to any demands that may be made upon the enterprise and progressiveness of its citizens. The essential fact behind it all is that, unaided and alone, the city is putting up a structure which no other place in the state of its population, and few of much greater, could have undertaken and successfully carried out.

The bridge means much, of course, to the capital of the state, and it means much to its visitors. It opens up a part of Missouri which has always been indirectly accessible. It takes away from the advocates of capital-removal the chief cause of their contention. It demonstrates that the "old fogy" argument is not in order, and that no citizen of the state can have further cause to charge this city with lack of public spirit and want of enterprise.

Sedalia started in on the capital removal proposition on a real estate boom, pure and simple—that is generally and thoroughly understood. Its performances have been confined to newspaper talk and wild-cat speculation. It has done nothing to entitle the public to believe in its sincerity or its ability to carry out its promises. The raising of the money to establish a great public improvement by the private subscription of individual citizens of Jefferson City ought to set at rest all further talk of its non-progressiveness. The people of this city have never had any occasion to apologize for it, but with becoming modesty they believe that the completion of the new bridge is a matter of congratulation which any city in the state would be proud to claim.

Summer Tourist Rates
 To Perte Springs, Mo., Sweet Springs, Mo., McAlister Springs, Mo. Commencing May 15 the Missouri Pacific Railway will sell tickets to Perte Springs and return at the rate of one and one-third fare to Warrensburg (\$3.75), plus 25 cents arbitrary for the Perte Springs railway. Tickets will be good to return until October 31. Also, special Friday and Saturday tickets on sale, good to return on Monday, at the rate of one fare to Warrensburg, plus 25 cents for Perte Springs railway. Commencing June 1 tickets will be on sale to Sweet Springs and return at the rate of one and one-third fare (\$3.50) for the round trip, good to return until October 31. Also, Friday and Saturday tickets to Sweet Springs and return, good to return until the following Monday, at the rate of one fare (\$2.60) for the round trip.
 Commencing June 1 tickets will be on sale to Houstonia, Mo., for McAlister Springs and return at the rate of one and one-third fare (\$3.10) for the round trip; also, special Friday and Saturday tickets, good to return the following Monday, at the rate of one fare (\$2.40) for the round trip.
 For further information as regards the above please call on or address
 J. N. J. CHURCH, Agent.

IT WAS GREAT.
 (Continued from fourth page.)
 for it, and have ever predicted for it a splendid future. The dawn of that bright destiny begins today. Its full fruition some of us may not live to see, but there are many gathered here now whose eyes will gaze upon its full blaze of glory.

I trust that every Missourian has within his heart both sentiment and patriotism, for a people without these are unfit to live in a civilized country. Around this spot cluster many associations calculated to inspire sentiment and patriotism. On yonder hill, and in that capitol building, have assembled in council during the years that have gone many men who are now renowned historic characters. They made their reputation there, and by their wisdom, their services and their eloquence conferred honor upon the commonwealth. I, for one, feel proud of the fame they achieved, and of the records they made in the service of the state. The association of the capitol with the names and records of these men should be sacred in the heart of every true Missourian. On the hills of Jefferson let the capitol stand forever, its foundations firm as the rock of ages.

This city was named in honor of Thomas Jefferson, third president of the United States, one of the most illustrious and wisest of American statesmen, whose foresight acquired and joined to the republic all the vast region west of the Mississippi river. The fact alone that this city bears his name should fix it as the capital for this commonwealth for all time.

Every intelligent citizen of Missouri is today proud of her wonderful resources and the progress she has made in the past quarter of a century. The day is not far distant when they will be as proud of their capital city as they are now of their state.

AT NIGHT.
 Campaign times were recalled last night when the Republican Drill club and the Democratic Flambeau club marched and counter-marched through the streets. It was a campaign demonstration—the campaign of progress, and the boys acquitted themselves nobly. The display of fire-works was beautiful, and the streets were packed to suffocation. When the fire-works were over the crowd moved to Capitol park, where Prof. Haar and his well-trained musicians entertained them for two hours.

This closed a day that will be memorable in Jefferson City for years to come.

NOTES.
 There was not a mishap of any kind yesterday to mar the great demonstration. All things considered, this was remarkable.

When Jefferson City has any big enterprise on hand the weather is always fine. This is a good omen, and Sedalia will please make a note of the fact.

Mr. R. A. Lindsay, correspondent of the St. Louis Republic, is unquestionably the Chauncey M. Depew of the press gang. As an after-dinner speaker he is a most decided success.

An informal lunch was given by the directors of the bridge company yesterday after the ceremonies in the sample room of the Monroe house. It was complimentary to the speakers of the day and the press representatives.

Senator Yeater and Representative Bothwell of Sedalia were conspicuous in yesterday's demonstration. They whistled to keep up their courage, but looked like they would not give an old pair of boots for 100 shares in the Sedalia Land Co.

Speaker Russell of the house said that good frequently followed evil, and from this sample of logic he assayed a conclusion that the adoption of the capital-removal resolution had resulted in great good to Jefferson City, and that still greater benefits are to be anticipated.

Mr. Ed. S. Link, the distinguished editor of the Cedar City Chronicle, looked down upon the mighty throng at the inaugural exercises from the speaker's stand. Being unusually tall, he was able to look over the heads of Gov. Stone, Mayor Silver, Representative Russell of New Madrid county, Frank G. Graham of the Post-Dispatch and others, and minutely inspect the pick and shovel work of Hon. Fred H. Binder. Mr. Link is a good friend of Jefferson City and he rendered the bridge enterprise much valuable assistance through the columns of his paper.

The representatives of the metropolitan press who participated in the parade were as follows:

St. Louis Post-Dispatch, Frank G. Graham, Sidney J. Roy and J. W. Chambliss; Republic, R. H. Lindsay; Globe-Democrat, C. B. Oldham and J. H. Edwards; Lieut. Walter Sander of the Westliche Post, John G. Leslie of the Star-Sayings, Shirley Winston Johns of the Chronicle, C. D. Chamberlain of the St. Joseph Herald, W. A. Edwards of the Kansas City Star, John M. Nuckols, Jr. of the Kansas City Journal, Fred S. Bullene of the Kansas City Times.

WANTED—Man of good appearance and business ability to take agency for Cole county for a household article that sells on sight. None but responsible men need apply. Call between 8:30 a. m. and 3:00 p. m. to-day. Edwards, Monroe house, city. ltd

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 It is too slow for these bustling, bustling times; the wear and tear on the human system should always be avoided, and shoe leather is always more or less expensive. Call at the
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 On the corner of Jefferson and McCarty streets, where you can always secure first-class rigs at moderate prices. We don't want to get rich in a day. City Livery a specialty.

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BASE BALL AND BAT.

One Base Ball FREE with every Boys' or Child's Hat. One Base Ball and Bat FREE with every Boys' or Child's Suit at

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Having just opened our new resort on Dunklin street, we are now prepared to supply our customers with the very best Wines, Liquors, Cigars, etc., and have also added a Wagon Yard, where teams will be looked after in the most approved style. Our hotel facilities are also first class, everything being new and clean, and our table will also be supplied with the very best that the market affords. Farmers will find this one of the most pleasant places in the city to stop. Give us a trial and you will always be a customer. Meals and Lunch can be had at any and all hours, day or night. Free Lunch every morning, and also on Saturday evenings.
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 The time of express trains is exceptionally fast over a completely rock ballasted, dustless roadway, matchless for safety, speed and comfort. The Blackstone safety car coupler and every known safety device and invention, is adopted by the CHICAGO & ALTON RAILROAD, just as soon as its practicability is satisfactorily proven. The "Alton" is the pioneer Palace Reclining Chair Car line, the pioneer Dining Car line, and the pioneer Pullman Sleeping Car line. Its through trains make close connections in Union Depots in Chicago, St. Louis and Kansas City with
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 Let beer get the best of you, but get the BEST OF BEER. Our bottled beer is pure, mellow and especially recommended for the sick room and for family use. Order a case from us. Special attention given to all orders.
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EVERYTHING ON WHEELS.
C. A. WARE
 Has just received at his
CARRIAGE REPOSITORY,
 On East Main Street, a consignment of
FINE VEHICLES AND HARNESS
 of every description and of the latest styles. He will be pleased to show them to you, whether you wish to buy or not. There is a steady demand for nice equipments, and Mr. Ware is prepared to fill it. \$1 95-25m

Colorado Short Line.
MISSOURI PACIFIC RAILWAY
 The reclining chair car and Pullman sleeper heretofore running on trail No. 3 (12:30 a. m.) to Ft. Scott, via Sedalia and Missouri, Kansas and Texas, have been transferred to the Pleasant Hill route and will run daily via Pleasant Hill and Rich Hill, making quick time for all points in the west and southwest. J. W. CHEBON, Agent.
 On train No. 3, passing Jefferson City at 12:30 a. m. daily, a through sleeper is now run to Joplin direct, arriving there at 10:45 a. m.; leaving Joplin at 5:45 p. m. and arriving at Jefferson City at 3 a. m. Our citizens who visit the mining regions of the southwest will find this arrangement a great convenience.
Charter Oak Stoves
 —AND FOR THE—
Quick Meal Gasoline Stoves
 Roofing, Spouting and Jobbing, and all kinds of Work, will receive Prompt Attention.
 No. 123 East High Street



A. J. TULLOCK, CONTRACTOR.

THE GENERAL ASSEMBLY.

The Senate Passes a Resolution to Adjourn Sine Die Saturday Next.

When the journal was read Senator Morton called attention to error in the vote to postpone action on Senator Lyman's adjournment resolution. He said he voted against postponement and was recorded the other way. He asked that the record be corrected, which was complied with. This left the resolution pending before the Senate, but it was laid over informally and an hour's recess taken.

The Senate then took up the Peers fellow-servant law, which in the meantime had been reported from the committee on engrossment, and after a long debate passed it.

Senator Lyman called up his resolution fixing Saturday, May 25, at noon, as the date of final adjournment. After a bit of running debate the resolution was adopted by the following vote:

Yeas—Amelung, Brewster, Drum, Goodykoontz, Gray, Harrison, Landrum, Love, Lyman, Morton, Mott, O'Bannon, Orchard, Peers, Powers, Seaber, Tunnell, Walker, Williams, Wurdeinan—20.

Nays—Ballard, Baskett, Bledsoe, Busche, Dunn, Gash, Kennish, Klene, Lancaster, McClintic, Madison, Yeater—12.

HOUSE.

Mr. Julian presented petitions from the iron moulder and the plumbers' organizations asking for the enactment of a railroad fellow-servant law.

Messrs. Lynch and Walton presented similar petitions from the marine and stationary engineers and the locomotive engineers of St. Louis.

Mr. Porterfield caused a letter to be read from J. W. Hoover of Springfield, in which the latter stated he has been a railroad employe for twenty-five years and was opposed to a railroad fellow-servant law. The communication was referred to the committee on labor.

The committee on labor reported back all the fellow-servant laws except the Steel measure without recommendation. For the Steel bill, the Iowa fellow-servant law, which applies exclusively to railroads, was substituted. The house accepted the substitute and ordered it printed.

After some discussion the house ordered all the fellow-servant laws printed.

The judiciary committee submitted a favorable report on Mr. Minnis' bill rearranging the terms of circuit court in Carroll county. The bill was then ordered to engrossment.

The committee on enrollment reported back the election bill, and after it had been read at length and signed the house adjourned until 10 o'clock to-day.

PERSONAL NOTES.

E. W. Spotts of Fayette was here yesterday on legal business.

Mrs. Dr. J. L. Short, wife of Phelps' county's member of the legislature, is spending a few days in the city.

Hon. John C. Cosgrove and Judge W. M. Williams of Booneville were in the city yesterday on legal business.

General Manager W. O. Brown and Judge O. M. Spencer, of the Burlington left for St. Louis in their special car yesterday morning.

Mr. W. H. Allen, bill clerk of the senate, returned from a business trip to Joplin. He is interested in a street railway in that thriving city.

Sheriff S. H. Sone.

It is Sheriff Sone now and Ex-Sheriff Williams. The bond of the former was approved in court yesterday by Judge Shackelford, and Mr. Williams, in obedience to the writ of ouster, stepped down and out. Sam made a gallant fight for the office and will make a good official.

A BIT OF HISTORY.

Stonesport Was Once a Town in Boone County With High Aspirations.

The following interesting bit of history is taken from the Ashland Bugle:

"Only a small house stands on the site of old Stonesport. Stonesport is the name of a Boone county town that flourished in the thirties. The Boone county history describes it accurately by saying that it is a 'defunct village that had great expectation.' Its site is one mile above Claysville on the bank of the Missouri river. It was laid out in 1836 by Peter Wright, Wm. Ramsey and Asa Stone, the town being the namesake of the latter. A few facts about old Stonesport will interest the growing generation because the town came near being selected as the capital of the state of Missouri. Jefferson City, however, was finally chosen. Mat West was the first merchant at Stonesport. The burg was the chief shipping point for southern Boone county, and thither were hauled the numberless loads of tobacco and other products so largely raised in the early part of the century. The town was nearly as large as Ashland, and had among its business houses cooper, saddle and tailor shops, dry goods stores, grocery stores, etc., etc. Ashland had not been thought of at that time. Among Stonesport's prominent business men was William Freshour, now a wealthy citizen of Centretown, Cole county. When the location of the state capital was sprung, the enterprising citizens of the now extinct village aspired to the honor. The town chosen had to be within fifty miles of the mouth of the Osage river. Three towns entered the contest, Marion, Jefferson City and Stonesport. The commission appointed to select the future state capital was composed of three wise and good men. One of these was a Boone county man, Lawrence Bass, grandfather of L. Bass, one of Cedar township's most influential business men. After weighing the claims of the three ambitious towns, Jefferson City was chosen. Stonesport thrived until the overflow in 1844, which put an end to the aspiring little river town, once the capital of Cedar township. A sandbar having formed just in front of the town the next year, the citizens moved to higher ground a mile down the river and made Claysville, now a living station on the M., K. & T. Gradually the houses of old Stonesport fell to pieces and nature claimed the site for her own. In recent years a farm house has been the only habitation to mark the site of the once busy pioneer village."

Not on a Friday.

Mr. Adolph Bradenberger, the handsome and talented president of the state pharmaceutical association, is a bit superstitious about commencing a job of work on Friday, and early in the movement for the bridge he discouraged a start on the canvass for subscriptions to the capital stock on Friday. The committee was about to start on the popularly regarded day of ill-omen, but he pleaded with them so hard that they consented to wait and start on Saturday. He says that it would have been a disastrous failure sure had the committee started out on Friday.

House-to-House Canvass.

A complete canvass of the city is to be made to-day. It is hoped no house will be missed. An invitation will be extended every person in Jefferson City to attend the church of his choice next Sunday and ever Sunday thereafter. It is hoped that the people will receive these invitations as kindly as they are given, and from now on, if not heretofore, may Jefferson City be a "church-going town."

All canvassers who do not know to what district they have been assigned will report at Mr. Sinks' store between 8 and 9 o'clock a. m.

XXXVIII GENERAL ASSEMBLY

(OFFICIAL PROCEEDINGS.)

EXTRA SESSION.

SENATE—TWENTY-SECOND DAY.

WEDNESDAY, May 22, 1895.—The senate met pursuant to adjournment, President O'Meara in the chair.

Prayer by the chaplain, Rev. C. G. Davis.

The journal of yesterday was read and the roll call on the postponement of Senator LYMAN'S concurrent resolution to next Thursday at 2 o'clock p. m. was corrected by recording Senator Morton as having voted "no" on that proposition.

The journal of yesterday, as corrected, was then approved.

Senator LYMAN called up his resolution providing for sine die adjournment of the extra session of the Thirty-eighth general assembly on Saturday, May 15, 1895, at high noon.

At the request of Senator LYMAN, the resolution was laid over until after the passage of the Peers fellow-servant bill.

The senate then took a recess till 11 o'clock a. m.

At 11 o'clock a. m. the senate met and took a further recess till 11:30 a. m.

At 11:30 o'clock a. m. the senate met and senate bills No. 12 and 13 were read and senate bill No. 12 was referred to the committee on judiciary, and senate bill No. 13 was referred to the committee on appropriations.

Senator MORTON reported from the committee on engrossed bills senate bill No. 8 and the substitute thereto.

On motion of Senator MORTON, the rules were suspended and the substitute for labor committee amendments to senate bill No. 8 was read a third time and put upon its passage.

The roll was called, and the substitute was declared passed; yeas 18, nays 14.

Senator YEATER offered an amendment to the title of the bill.

Senator PEERS offered an amendment to the amendment to the title offered by Senator Yeater.

Senator YEATER withdrew his title amendment and after correcting it offered it again.

Senator PEERS withdrew his amendment to the title amendment offered by Senator Yeater.

The title as amended was agreed to.

Senator PEERS moved to reconsider the vote by which the substitute for senate bill No. 8 was passed, and on motion of Senator Lancaster the motion to reconsider was laid on the table.

Senator YEATER reported from the committee on judiciary senate bill No. 12, with recommendation that it do pass.

On motion of Senator MORTON, the rules were suspended and senate bill No. 12 was ordered engrossed and printed.

Senator LANCASTER reported favorably from the committee on appropriations senate bill No. 13, with amendments Nos. 1 and 2, which were read and agreed to.

The senate went into committee of the whole to consider senate bill No. 13, with Senator Peers in the chair.

The committee of the whole rose and Senator Peers reported senate bill No. 13, as amended, with recommendation that it do pass.

On motion of Senator LANCASTER, the rules were suspended and senate bill No. 13, as amended, was ordered engrossed and printed.

Senator LYMAN moved to reconsider the vote by which the resolution to adjourn sine die was adopted, and on motion of Senator Orchard the motion to reconsider was laid on the table.

On motion of Senator GOODYKOONTZ, the senate agreed that when it did adjourn for the day it be until 10 o'clock to-morrow morning.

On motion of Senator WURDEMAN, the senate accepted the invitation to attend the bridge celebration services this afternoon.

House bill No. 1 having passed both branches of the general assembly all other business was suspended, the bill was read at length and signed by the president and secretary of the senate to the end that it become a law.

The Senate then adjourned until 10 o'clock to-morrow morning.

He Bored Her.

A capital maid Of Sedalia afraid, Was wooed by a youth who adored her. He declared his devotion, Which caused a commotion— He hailed from Sedalia and bored her.

Arrival of a Daughter.

James Shepherd, chief of the journal force of the house of representatives, received a telegram Friday announcing the birth of a little daughter. He came home immediately, and, like the proud father that he is, welcomed the little stranger affectionately. Sim is a good fellow, a good printer and is making his mark in the capital city as one of the best journal clerks Missouri's house of representatives ever had. He gives strict attention to his duties and is respected and esteemed by all his associates at the legislature. His fellow clerks as well as his many friends in this city will join the Standard-Herald in congratulations on the addition to his family.—Warensburg Standard-Herald.

The House Fellow Servant Law.

The following is a copy of the fellow-servant law now pending before the house, and which has the sanction of the labor committee:

"Every corporation operating a railway in this state shall be liable for all damages sustained by any person, including employes of such corporation, in consequence of the neglect of agents, or by any mismanagement of the engineers or other employes of the corporation, and in consequence of the willful wrongs, whether of commission or omission, of such agents, engineers or other employes, when such wrongs are in any manner connected with the use

and operation of any railway on or about which they shall be employed. And no contract which restricts such liability shall be legal and binding."

He Was From Sedalia.

The lights were dim. The sofa was hardly built for two. He sank gracefully upon one knee, the mellow light glistening on his patent leathers.

Taking her hand, he softly murmured:

"Dearest will you be mine?"

Her head sank forward and rested on his dress-shirt bosom.

As he imprinted a warm kiss on her lips she murmured "yes."

Only the cracking of his shirt front drowned the beating of two hearts.

"But stay," she exclaimed, fear written on her beautiful face, "I have a horrible suspicion. Where were you born?"

"Sedalia—"

"Enough," she cried; "all is over between us. Go!"

As he slunk from the house the mellow light found flashing reflections in her eyes.

List of Letters

Remaining in the postoffice at Jefferson City, Mo., for the week ending May 20, 1895. Parties calling for same will please say "advertised:"

- Bradshaw, Thomas Eads, W. M. Hare, James Gordon, Wm. Hays, Clint Hester, Ralph Jacks, Wm. Miller, Fritz McCormick, Alice McClain, R. M. McNew, Chris Murry, Lizzie Morgan, Frank Nichols, Maggie Presley, Clara Pote, Alice Stachall, J. B. Sammon, M. Van Deever, J. F. Tigert, J. W. Walker, Wm. Wint, J. Woodsworth W. A. Yonge, J. D. GEO. J. VAUGHAN, P. M.

A man named Jim Greenway of Callaway county drew a pistol on Mr. W. W. Wagner yesterday for some fancied wrong. He did not shoot him, however, and special Officer John Holt chased him to the river, but he managed to get into a skiff and escaped to Callaway.

FARM LANDS IN DEMAND.

Pennsylvania Mechanics Anxious to Leave the Towns and Go Farming.

There has been a brisk demand during the past summer and winter for farms adjacent to the city, says the Newcastle (Pa.) Guardian. This, no doubt, has grown out of the uncertainty of steady employment and reduction of wages, occasioned by the industrial and business depression which has prevailed. In this city, although our industrial establishments have run with remarkable regularity under the circumstances, there have been cuts in wages which have made the man who earns a living by the use of his hands very uncertain regarding the future. His past experience has taught him that further regular employment cannot always be looked forward to, and the reduction in his earnings has caused him more uneasiness, because it makes it more difficult for him to provide for a "rainy day."

A reporter dropped into the office of one of the leading real estate agents, and during the talk learned that there had been quite a demand for farms within a few miles of the central portion of New Castle. Said the real estate man: "Farm property in Lawrence county has been in good demand during the past fall and present winter. There has not been much enhancement in values of real estate growing out of this call for such property as yet, but it will undoubtedly lead to it. Not only are there quite a number of persons who desire to buy land of this kind, but it is considered just at present the best security by people who have money to loan at interest. A well-known Lawrence county man just the other day wanted me to loan for him six to eighteen thousand dollars on farm lands. He probably thought it a safer investment than city property. Country property is not subject to the fluctuations of New Castle real estate by reason of the fact that in the latter place the shut-downs of industrial establishments have a marked effect on the real estate market. I know of a number of New Castle men who want to buy farm property adjacent to the city. One of these desires to invest six thousand and another five thousand dollars. Mechanics in all trades have been here during the past few months getting information regarding farm values. Some of these, should they purchase farms, will quit working in our industrial plants, while others want their property near town so they can continue their vocation here."

Old Birds.

A Georgia correspondent sends to the Youth's Companion the true story of two old geese: Mrs. Nancy Elder, a lady living near Griffin, Spaulding county, Ga., has a pair of geese that were given to her as a bridal present by her mother forty-seven years ago. They were procured for that purpose from a neighbor, and are supposed to be at least a half-century old. The old goose has faithfully contributed eggs to the family table for all these years, having laid last spring, and appearing to be good for some time yet. The gander has not been so fortunate. He lost one eye some years ago, and recently a small negro boy knocked out the other one. In his blind old age, too, he has been deserted, for Mrs. Elder has just bought Mother Goose a new mate.

WANT A SLICE? We have cut our prices on SUMMER GOODS Into very thin slices and every time you buy you get a slice of the price back into your own pocket. CONRATH-BECK AND LOESCH DRY GOODS CO.

We'll Get the Bridge. We'll Keep the Capital. In the meantime, we'll keep on selling the most delicious ICE CREAM AND ICE CREAM SODA in the city. And we'll also continue to sell the finest CANDY, packed in the finest style. We are also agents for the famous Walter M. Lowney CANDIES of Boston and pack them in handsome 1, 2, 3 and 5-pound packages. Mail orders solicited.

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