FROM KEELBOAT TO AEROPLANE

PICTURESQUE PAGEANTS ILLUSTRATING THE WORLD'S PROGRESS . . . FEATURES OF ST. LOUIS' CENTENNIAL.

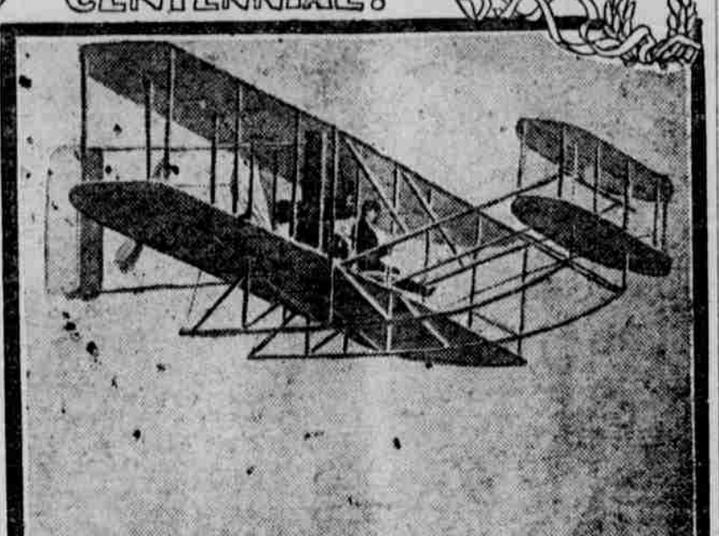
By Emery Steele Huntingdon

THE MIGHTY activities and marvelous progress the world has seen in the past 100 years are strikingly illustrated in the centennial celebration of the incorporation of St. Louis. Picturesque pageants with everything in the way of the spectacular which is most likely to stir the imagination of the spectator into appreciating the work of the past through contrasts with the present feature the week's program.

The greater part of the history of early St. Louis is really more fit for the unwritten American epic poem than it is for mere prose. Its work as a frontier town in the first half of the nineteenth century made it the mid-continental city of the United States in the second half. Its pioneer trade routes are now the great routes of steam transportation between the Rio Grande and the Canadian border and between the Mississippi and the Pacific. It established the first water routes from the headwaters of the Ohio to the mouth of the Missouri and of the Illinois, opening the first water connection for steam transportation between the Ohio and the upper Mississippi and Missouri, developing the Ohio river states on both sides of that stream.

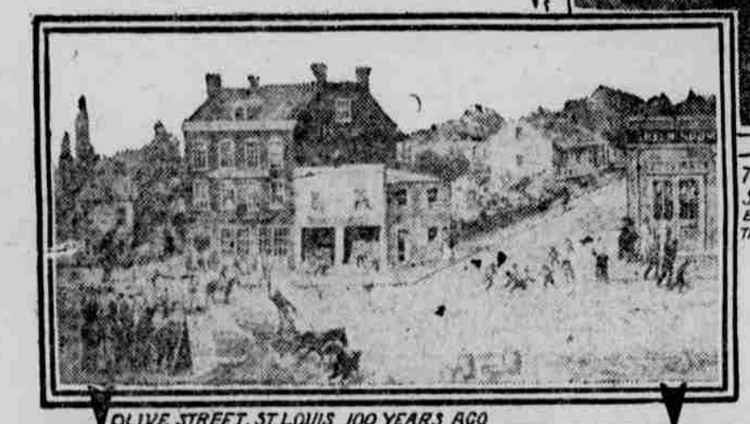
Every state now on the map west of the Mississippi was penetrated by its business pioneers, establishing the first centers of trade. The whole west is interested with St. Louis in celebrating this great event, because in founding the first great city of the trans-Mississippi west the pioneers made the western beginnings now explained in scores of other western cities and in actual thousands of other incorporated towns, which, if they are not already great, are not unduly modest in their expectations of becoming so. The invitation to a thousand mayors of American cities to participate in the festivities shows that St. Louis fully appreciates its position as the pioneer city of the great west.

As there were less than 200 houses, including outhouses and barns, in the St. Louis which incorporated in 1809, it could not have had much over 900 people. The town was already the chief seat of the western fur trade, with its trading stations pushed to the headwaters of the Arkansas and far towards the sources of the Missouri and the Yellowstone. Doing business wholly by barter, with almost no money in hand, in sight or in circulation, with resources represented almost wholly by the spirit of its 900 people; with the ax and rifle and blacksmith's sledge as its implements, with the one-horse cart, the keelboat and canoe as its transportation facilities, the little town, when it incorporated, already looked on its work as that of opening up the United States of the future to the Rocky mountains and beyond them to the Pacific In 1809 it had lost Meriweather Lewis, but it still had his companion explorer, William Clark, to stand for the spirit of the American and French "makers of destiny" who thought little more of starting a thousand miles into the unknown west from St. Louis than the average St. Louisan now thinks of starting for the Pacific coast in a sleeping car.



WRIGHT AEROPLANE CARRYING ORVILLE WRIGHT

THE FOUNDING OF ST. LOUIS BY LACLEDE. BY SPECIAL PERMISSION FROM THE PAINTING BY F. L. STODDARD



OLIVE STREET, ST. LOUIS 100 YEARS AGO

OLIVE STREET TODAY

From a village of 900 inhabitants to the fourth city in the United States, with a population of three-quarters of a million, is a wonderful achievement, but it sinks into insignificance when compared with the giant strides of the past century in the world of science, commerce, the arts and every field of endeavor which makes for a higher and better civilization.

It is a severe strain on the imagination to attempt to bridge over the gap between the meaning of an airship crossing the Mississippi river at St. Louis this year and what the ancient keelboats of 1809 meant, as they landed at the foot of Walnut street, where the town was founded in 1764 by the pioneers who had paddled and cordelled their bateaux painfully up the river from New Orleans under Laclede as he advanced in the bold attempt to control the fur trade of half a continent with his handful of men.

The keelboat then was no more out of date than the airship is now. It was the best modern boat in 1809 which could be equipped by the capital of St. Louis, of New Orleans or of Philadelphia. Because of it Philadelphia and St. Louis commanded the east and west movement of business as that north and south was commanded by New Orleans and St. Louis, as soon as their first fleets of keelboats were regularly organized. It helped to make great history, even if it did have to be pulled up stream by a rope dragged by men on the bank.

This distance in point of change in the way things are done is almost impassable for the mind. In point of fact in St. Louis it is only a matter of the third generation between keelboat and aeroplane. In 1907 the first airship on record as crossing the Mississippi river crossed it at St. Louis during the international contests of that year. It is something to remember now as part of the record to which belongs the history of the first locomotive crossing the Mississippi at St. Louis in 1852 to complete the work of the St. Louis argonauts of 1849, crossing to the Pacific in their "prairie schooners."

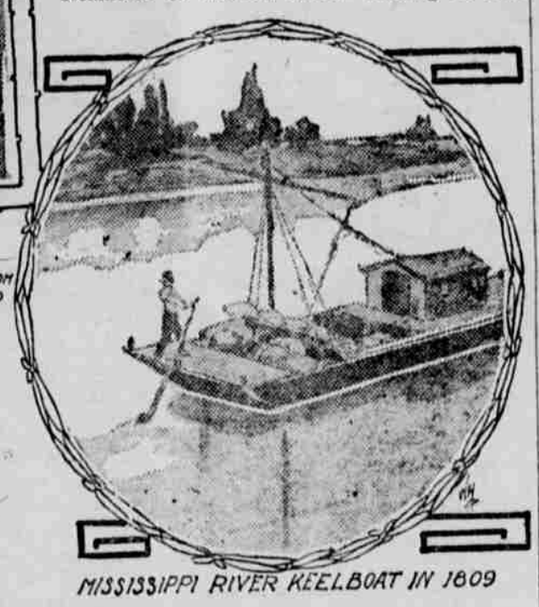
If we suppose aeroplanes and airships circling in the air above the St. Louis keelboat landing of a hundred years ago we may imagine, if we can, how they appear to the men whose grandfathers not only navigated the river in keelboats, but lay flat behind the goods the boats were loaded with while they were being shot at by Indians along the banks.

It is almost if not quite as hard now to imagine what the world meant before the age of steam as it is to think out what will be its meaning in the age of the perfected airship and aeroplane. Every contrast possible in the St. Louis centennial week of pageants is a challenge to look backward and forward in the attempt to find out what a hundred years already mean, as the first success in the attempt to find what it is to mean shortly, for this generation and for the grandchildren of this generation in 2009.

The makers of the centennial week program were keenly alive to the opportunities for spectacular effect suggested by the most striking events of the world's progress. The aeronautic events such as balloon races, aeroplane and dirigible balloon contests, suggest the future possibilities of transportation in contrast with those of 1809. For comparison with automobiles and aeroplanes the bateau of Laclede's day, with its stumpy mast, its cordelle and its sweeps, is an educational feature of the water pageant, which includes crafts of all the kinds which now ply the waters of the Mississippi. The Veiled Prophet's pageant, unique and picturesque, is another feature which is full of romantic interest. The educational parade, the parade representing 3,000 of St. Louis' industries, the procession of a thousand mayors and the other events which find a place on the program all suggest that as a great week for St. Louis its centennial week is still greater, as it belongs to a hundred years of history-making for the continental United States.

The city of St. Louis was founded by Pierre Leclede Liguest in 1764. The territory west of the Mississippi river was then in possession of France. Laclede landed at the foot of what is now Market street, organized the village and resided there for 14 years. He named the new site St. Louis in honor of Louis XV., the reigning sovereign of France. The territory was transferred by France to Spain by secret treaty in 1762, but it was not announced in the new village until October, 1764. In 1803 Spain retroceded the sovereignty to France and on April 30, 1803, France sold all the territory west of the Mississippi river, known as the Louisiana purchase, to the United States for $15,000,000, Napoleon remarking: "This accession of territory strengthens forever the power of the United States."

With less than a thousand inhabitants when the whole country had not quite seven and a quarter million in 1809, St. Louis emerged from the era of the keelboat and pirogue to pioneer the steamboat on western rivers. Loading its first steamboat in 1817, it had more than doubled its population of 1810 in 1820. From 4,000 in 1820, two decades of steamboating gave it 16,469 in 1840. About that time it began its great transcontinental work with the "prairie schooner," reinforcing the steamboat in overland transit. With the transcontinental overland movement, to Oregon as well as California, growing, in 1850 it had 77,860 people and was beginning its work as the first pioneer of railroads to the Pacific. After bringing the first locomotive west of the Mississippi in 1852, it more than doubled its population in that decade, reaching 185,587 in 1860. With the foundations of the states now west of the river, already laid along its first trade routes in 1860, it advanced in the next two decades to 350,552 people. Chicago was passing it in population then, without being able to take from it its historical place as the "first great city of the west," the pioneer and founder of the west of the present. Since 1880 it has doubled its population once more, advancing from 350,000 to over 700,000. At its present rate of increase, responsive to that of the Mississippi valley, St. Louis is doubling business in a little over 10 years. Its bank clearings increased from $292,000,000 in 1869 to $3,074,000,000 in 1908. Its tonnage of merchandise received and forwarded was 20,162,000 tons for the first six months of this year. Its bank resources reported June 23, 1909, at $385,881,000, more than double the total of the tenth year back.



MISSISSIPPI RIVER KEELBOAT IN 1809

Such figures illustrate much more than local progress. They are mid-continental before they become local, in the sense that the people of the whole area between the Allegheny and Rocky mountains are now exerting new energies and utilizing new forces of growth, unforeseen even as late as 10 years ago. As the percentages of this growth are of course greatest west of the Mississippi river, St. Louis has almost "made itself over" in 15 years in growing up to the new growth of the country. Since it began work for the world's fair, celebrating the Louisiana purchase, it has learned to look back on itself in the last decade of the nineteenth century as "old St. Louis." In looking back to the older St. Louis of 1809, it can boast that as a frontier outpost it led the progress of the continental United States. In looking forward, in its centennial year, it can see that the greatest results of the history it has made are only the beginnings of greater results, which belong to the immediate future of the continental United States, whose progress makes the frontier town of 1809 the midcontinental city of 1909.

GRAFT FOWL BONE ON JAW.

An unusual surgical operation was performed at St. Joseph's hospital, in Omaha, recently. A portion of the jawbone of Lucretia Norris was removed and a piece of chicken bone inserted in the place of a diseased section.

The girl is six years old, and was born with a malformed jaw. It was to remedy this that a bone from a freshly killed chicken was inserted.

DAIRY-BRED VEALS BRING HIGHEST PRICES

Calf Supply Is Not Increasing and Consumption Is Evidently Surpassing Production in the Larger Cities.

Veal never sold as high as at present in the markets of the United States. At Chicago choice veals have been largely taken by killers at nine dollars per hundred-weight, and $9.50 has been a common quotation in eastern markets. Veal appears to have acquired popularity, but current high prices are coincident with a lofty lamb market and almost prohibitive quotations on the succulent pork chops. The cause of these high prices is reflected in demand for yearling cattle of both sexes and it means that the American people are demanding light cuts of all meats, showing a willingness to pay a premium when their taste is consulted.

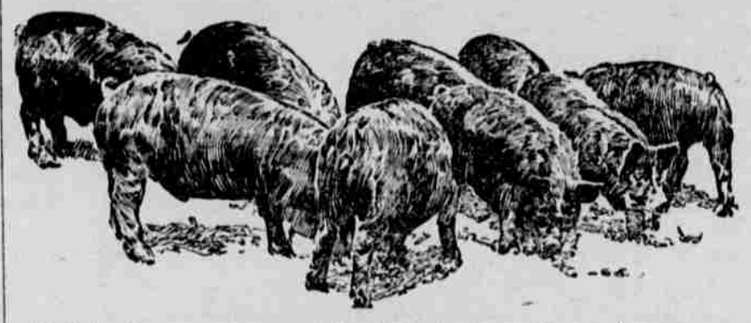
Not all calves command top prices, for the veal eater is a discriminating individual. Color counts with him and the calf that can be converted into the pink veal epicures prize must have been separated from his dam but a short time before slaughter. Range cattle usually reach market hungry and in feverish condition and the meat dresses a dark hue, necessitating sale at lower price than meat from dairy calves shipped from points close to Chicago and killed before hunger has become acute and the little bawlers become feverish and excited, says Breeder's Gazette. All calf buyers appreciate the necessity of shortening the life of the calf as much as possible after it reaches the stockyards. The calf-killers prize weigh around or close to 130 pounds that come to the Chicago market from southern Wisconsin and northern Illinois. Breed counts for nothing, quality and weight everything in determining prices, and a Shorthorn calf has no advantage over a Jersey. It is a fact, however, that more Holstein calves sell at high prices than any other breed, not because they make better veal, but for the reason that Holstein cows compose in a large measure the herds of intelligent dairymen who know how to fit a calf for the vealer's purpose. Milk may be high, but feeding it to a calf to a limited extent is not unprofitable.

Despite the fact the dairy industry has been credited with making gains in territory tributary to the large cities east of the Mississippi river, the calf supply is not increasing and consumption is evidently surpassing production. The result has been a drain on the young cattle of the west, range-bred calves of the half-breeds going to market by the million annually in response to high prices. These western calves do not make the best veal, weight and condition in which they reach market being against the market quality of the product, but such is the demand for veal that even big calves, weighing 250 pounds and up, are bought with avidity. Forth Worth and Kansas City are shipping incredible quantities of range-bred veal to eastern centers of population, and when the grower is able to sell a calf for more money than he has been accustomed to realize on yearling steers he is not to be blamed for sacrificing these young animals, especially when he is facing a shortage of grass and most of these western-slaughtered calves are koshered according to Jewish law, the fore-quarter selling on the New York market at higher prices than choicer cuts fetch. In the New York ghetto, where koshered beef was formerly consumed in enormous quantities, veal is now given the preference and calf values have soared while heavy cattle have sold at a discount.

Light Dairy-Bred Veals That Bring Highest Prices.

But after all, there is no veal in America as the European epicure knows it. Most of the product is coarse and badly colored when it goes to the consumer. Such artificial methods as are used in France, Germany and Holland by veal finishers are unknown in America. There the calf is hand-fed from birth and when ready for the market commands prices that make even New York quotations on choice veal look cheap. There exists on this side of the Atlantic the possibility of catering to the veal eater, by furnishing him with something equal to the European article, with profit. The lamb grower has done it successfully and why should so much good raw material be wasted in the calf market?

FATTENED ON ALFALFA AND CORN



In Nebraska many farmers fatten their hogs entirely on alfalfa although corn is the staple crop of that state. Fed with corn, alfalfa produces larger gains than any other feed. Alfalfa and corn should be fed in equal portions, and this ration beats corn alone. Alfalfa is an excellent maintenance ration and will produce excellent pork. Fed in connection with corn it is unexcelled. The pigs in the picture were fattened at the state experiment station on corn and alfalfa and made an average gain of 5½ lbs. per week.

SOME POINTS FOR FEEDERS

Feeding Operations Generally Started in Fall or Early Winter—Things to Remember.

Many feeders, but more especially the beginner in the business, are apt to make mistakes when putting a fresh bunch of cattle on feed. As a general thing the feeding operations are started in the late fall or early winter and one of the main things to remember is to start the cattle upon their grain ration gradually. It must not be forgotten that for many months previous they have been on pasture and their ration has consisted largely of green succulent food. If they are taken from pasture and put at once upon a ration of rich, dry feed, the shock upon the digestive system will often result disastrously. Even though the steer has a large digestive tract, it stands without question that it requires different functions to digest green grass than to digest corn or corn meal, and to get the best results from either kind of feed the change from one to the other must be gradual. A common method of changing to the grain ration is to commence throwing a little corn fodder, with the ears remaining, into the pasture. In this manner the steers will acquire a taste for corn. As the amount is gradually increased their digestive organs will accommodate themselves to the change. Sudden changes of this kind often result in bad cases of scours or sometimes bring about equally bad cases of constipation, either of which will put the steer out of condition and it will take a considerable amount of feed as well as time to bring him back into a normal growing condition.

Specialized Farming.

This is a day of specialization all right; but specialization in farming means that a man raises enough of crops for family and stock, then puts his best licks in on some particular line of farming. However, the farmer who specializes too much, i. e., the one-crop farmer, has overstepped the legitimate limits of such and the law of diminishing returns will surely put him out of the business of farming.