ROM KEELBOAT TO PICTURESQUE PAGEANTS ILLUSTRATURG THE · · · · WORLD'S PROGRESS · · · FEATURES OF ST. LOUIS' TURGOOM CENTENNIAL · · · · BY ENGERY STEELE YY Y Y HUNTUNGDON

HE 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

really more fit for the unwritten American epic poem than it is for mere prose. Its work as a frontier own 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 Onio 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.

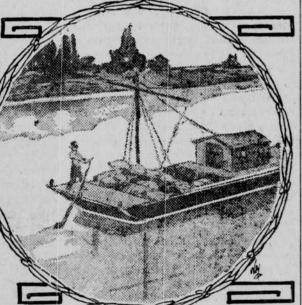
As there were less than 200 houses, including outhouses and barns, in the St. Louis which incorporated in 1809, it could not have had much over 900 people. The town was already the chief seat of the western fur trade, with its trading stations pushed to the headwaters of the Arkansas and far towards 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



WRIGHT AEROPLANE CARRYING ORVILLE, WRICHT_~

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



MISSISSIPPI RIVER KEELBOAT IN 1809

steamboat in 1817, it had more than doubled its

OLIVE STREET, ST. LOUIS 100 YEARS AGO

OLIVE STREET TODAY ~

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.

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

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 internation-

THE FOUNDING OF

ST. LOUIS BY LACLEDE.

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mind. In point of

al 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 aero-

planes 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

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.

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 things are done is almost impassable for the the Mississippi river was then in possession of from a freshly killed chicken was inserted.

A Difficult Ideal "Don't you want to make a record

FIGURES MADE HIS FORTUNE



Frank Trumbull is perhaps the only one of the great railroad rulers of whom it can be said literally that his figures were his fortune-that is to say, by his marvelous quickness and accuracy at figures he grew into the great railroad and financial world until he has become a giant. At the age of 12 he was a mathematical "wonder" in the little town of Pleasant Hill, Mo. He had then been through and was proficient in all the branches of mathematics from arithmetic to and including trigonometry, but was compelled to quit school because his head was growing faster than his body. To-day he is president of a big railroad system of the west and south, of which he took charge 15 years ago, without a cent in his treasury. His natural ability in handling figures early developed an alertness of mind which enabled him to grasp a situation quickly and to act quickly with an unerring

judgment as to the result.

It was energy supplemented by efficiency that led Mr. Trumbull rapidly up from a clerkship in the freight office of the Missouri, Kansas & Texas railway at Sedalia, Mo., where he received \$45 a month when he was not yet 16. When 21 he was chief clerk at a salary of \$175 a month. At 23 he had 170 men under him in the freight claim and accounting department of and principal reason that the alcohol the Missouri Pacific. In 14 years he had mastered every detail in that depart-Then he did a remarkable thing. He gave up railroading for five years. He went into the coal business in Colorado. Here he saw his chance to study the shipper's end of the great game. Incidentally he was engaged in making as the boldest stomach should ever reports on railroads and other properties to New York and London bankers. In 1893 there was a bitter fight in Denver over railroad matters. The courts gave the Denver & Gulf railroad, then a part of the Union Pacific, a separate existence. This road became the Colorado & Southern. All the fighting factions were given a week to agree on a receiver. On the last night of the week, when six names were under discussion, they agreed on Frank Trumbull. And here begins a story as wonderful as that of Aladdin or any magician who times its quantity of water mixed ever said "Presto!" When Frank Trumbull took hold of the road 16 years ago, it was a local ore line in Colorado, a little more than a thousand miles long, and its principal assets were "two streaks of rust and a right of way." It was bankrupt and in the hands of a receiver. Four months later came the great Debs strike of 1894. But the Colorado & Southern of to-day is nearly 3,000 miles long and the reports of 1908, 15 years after, show earnings of steam laundry can; it will have the \$15,000,000, and Frank Trumbull is its president.

NEW MINNESOTA GOVERNOR



Adolph O. Eberhart, a Republican, formerly lieutenant-governor, has succeeded to the seat of governor of Minnesota to act during the unex- Lucas writes: "The trains come in pired term of the late Gov. Johnson. Although to the minute and go out to the minof different parties, the relations between Mr. ute. The officials are intelligent and Eberhart and Gov. Johnson were cordial, the polite. The carriages are good. Every chief executive leaving the state often in the station has its waiting room, where hands of Mr. Eberhart. No changes are antici- you may sit and read and drink a cup pated in the legislative system of the state. Mr. of coffee that is not only hot and Eberhart now is a resident of St. Paul.

Mr. Eberhart was born in Sweden 38 years of the berry. It is impossible to ago, but came to Minnesota in 1881, when he was travel in the wrong train." 10 years old. He attended the public schools and was afterward graduated from Gustavus Adolphus college at St. Peter, as a minister of the

hart abandoned church work and took up the study of law in the office of manner to enhance their textile beau-Judge Gray at Mankato, his home town. He was successful as an attorney ty. Home laundering would be equaland soon built up a large practice. For many years Mr. Eberhart has been ly satisfactory if proper attention was interested in politics and had worked hard for the success of the Republican given to starching, the first essential party, of which he has been an enthusiastic member ever since he reached being good Starch, which has sufficient

He was at one time clerk of the United States circuit and district courts, and later was United States commissioner for the district of Minnesota. In you will be pleasantly surprised at the 1903 he turned his attention to an elective office and was elected to the state improved appearance of your work. senate. In 1905 he was re-elected. In 1906 he was elected lieutenant-gover-Johnson's.

During the session of the legislature last winter he was brought forward by a number of the Republican senators as a candidate for the gubernatorial nomination, but the boom was squelched at his own request.

Mr. Eberhart's name originally was Olson. But there were in Mankato during his residence there half a dozen or more Adolph Olsons, and as a result many instances of confusion of identity occurred, not the least of these in the petals of the white Kaiserin being errors in the delivery of important mail. So when the future state official was married he asked the court to permit him to take the name of his wife, a petition that was granted, and since then he has been Adolph O. Eberhart.

MAY BECOME CARDINAL



If Mgr. Diomede Falconio is chosen for eleva tion to the college of cardinals at the January sitting of the consistory at Rome, he will but be following in the footsteps of his illustrious predecessors at Washington, Mgr. Satolli and Mgr. Martinelli. It seems to be recognized at Rome that those who serve as apostolic delegates to the United States are in the direct line of succession and are to be called from their post only to be the pope's counselors in directing the policy of the church throughout the world.

As the pope's personal representative in the United States Mgr. Falconio has exercised a Nebraska Directory jurisdiction wider than that of any other apostolic delegate, and the qualities of high diplomacy, which are indispensable at Washington in the administration of the delegate's office, seem

be regarded by the vatican as ample qualification for the discharge of still more important functions in the church. Not yet 70 years of age, a man of ripe scholarship and profound knowledge of church diplomacy, Mgr. Falconio, once in Rome, would be eligible to the headship of the Catholic church, which he has served all his life in the humblest as well as in the most distinguished stations.

When he succeeded Martinelli at Washington eight years ago, Mgr. Falconio was welcomed as an American citizen, for although he was born and educated in Italy, he came to America as a young man and much of his work was done on this side of the ocean, as an educator at the College of St. Bonaventure, at Albany, as a priest in the Italian colony of New York and among the wild peoples of the Newfoundland coast. A Franciscan, the present apostolic delegate was at the absolute command of the heads of his order-that ancient order of barefooted friars pledged to chastity, poverty and obedience-and he never hesitated to answer the word of command.

In person he is slender, rather under than over the middle height, with gray eyes and white hair. His address is excellent, easy, simple, direct, and he speaks English with a very slight accent. Like all the other members of his order, Mgr. Falconio wears a plain brown robe with a wisp of white about the waist, but his rank in the hierarchy is indicated by a massive bishop's ring of dull metal with an oriental amethyst, which he invariably wears.

NEW JAPANESE ENVOY



Y. Uchida, former vice-minister of foreign DR. McGREW CO. affairs, and recently ambassador to the court of Austria, will succeed Baron K. Takahira as Japanese ambassador to Washington. Mr. Uchida is a distinguished member of the diplomatic corps for MEN & WOMEN of Japan. He was born at Kumanoto-ken in 1865 and has been in the diplomatic service of his country since 1887.

His first appointment was as attache to the legation at Washington. Three years later, in where the sick are treated and cured 1890, he was made permanent secretary to Count | FREE Symptom Blank, Examination Mutsu, thinister of agriculture and commerce and and Consultation All ailments, now remained with Count Mutsu when the latter was transferred to the foreign office.

In 1893 he was appointed secretary of legation at London and remained there until 1895, when he was made secretary of legation at Peking.

After two years' service in that capacity he was appointed director of the Japanese political bureau and promoted vice-minister of foreign affairs. From 1901 to 1906 he again served his country at Peking. In February, 1907, he was elevated to the post of Japanese ambassador to Austria-Hungary and has remained at Vienna to date.

One of the Summer Kind.

W'en I hears ol' Trouble singin' a

The Roots of Altruism.

The three eternal roots of altruistic energy are these: First, the principle of justice; that there is a moral law before which all men are equal, so that I ought to help my neighbor to his rights. Second, the principle of charity; that I owe infinite tenderness to any shape or kind of man, however unworthy or useless to the state. Third, the principle of free will; that I can really decide to help my neighbor, and am truly disgraced if I do not do so. To this may be added the idet of a definite judgment.

"Renewal" Work Being Pressed. Early in the spring thousands of miles of new rail were strung on almost every road in the country to take care of the usual "renewal" work It was expected that as soon as the frost was out of the ground the work of laying this vast tonnage of steel rails would begin. Orders were issued by nearly every road in the country, however, to permit the rails to lie by the side of the tracks until further orders. The result is that the railroads are several months behind In their renewal and betterment work.

Watering Down Drinks.

The American cocktail is an abomlnably unscientific drink, for the plain In it goes to the stomach in too concentrated a form. Strongest sherry. 23 per cent alcohol, is about as far venture in the way of strong stuff. Brandy and whisky should be grogged, that is, watered down until it is about a sherry strength, even much weaker. Whisky is about 50 per cent alcohol and should have at least three or four with it.-New York Sun.

With a smooth iron and Defiance Starch, you can launder your shirtwaist just as well at home as the proper stiffness and finish, there will be less wear and tear of the goods, and it will be a positive pleasure to use a Starch that does not stick to the

Railroad Service in Holland.

Of the railroads in Holland E. V. fresh, but is recognizably the product

Sheer white goods, in fact, any fine wash goods when new, owe much of their attractiveness to the way they Soon aftetr his graduation, however, Mr. Eber- are laundered, this being done in a strength to stiffen, without thickening the goods. Try Defiance Starch and

By the use of chemicals, such as potassium hydrate, potassium carbonate, potassium sulphate, aluminus sulphate, calcium hydrate and lead acetate, Prof. Henry Kraemer of Philadelphia has produced a red color rose, and has caused hydrangeas naturally red-flowering, to produce blue blossoms, says Youth's Companion. The chemicals are fed to the plants in the form of solutions, or added to the soil in the solid form, solution then taking place gradually in the earth. The manner in which the chemicals act on the plants is not yet fully understood.



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Great Preacher Had Fun with Girls at friend writes in the Woman's Home for her, but he had no assistant, so if Summer Resort-Practical Aid to Editor.

An old friend of the late Dr. Ed- self-his own hand. Once on a time characteristic stories of the flood of where a friend of his was editing a ticles on topics of contemporaneous reminiscence which has followed the daily newspaper.

Companion. "He was constantly fol- he took a vacation the paper must lowing the last of his four famous ad- stop. Hale listened and returning to that posterity will read with admir monitions and leading a hand him- his hotel sat down at his desk.

for her husband and he was pining

"Before he got up he had written tor Sorghum. "But such an ambition ward Everett Hale contributes several his travels brought him to a town with that ready pen of his enough ar- seems far beyond the bounds of posinterest to fill his friend's editorial harder to get up a biography that will "When he called on him this friend columns for a week. Returning to the not be thrown aside by nine readers "Dr. Hale was pre-eminently a man unfolded a tale of woe. His wife was sancum he threw his copy on the out of ten to make room for a best who practiced what he preached." his seriously ill; she had gone into the editor's desk with the remark: seller."

ing interest?" "Yes," answered Sena sibility. It is becoming harder and

He-And when do we get married? song, an' he ax me ter jine de chorus. She-Oh, John, how can you take an dat's de ve'y time I finds it conveniengagement so seriously?-Fliegende ent ter lost my voice.-Uncle Remus' Home Magazine.