

About 260 miles below Quebec, between Pointe des Monts on the north and Cape Chat on the south, the St Lawrence has a width of 30 miles, and, as this expanse is doubled 30 miles farther seaward, Cape Chat has been considered by many geographers as the southern extremity of an imaginary line of demarcation between the St Lawrence river and the gulf of the same name. It may, however, be assumed, with more propriety perhaps, taking the configuration of the gulf into special account, that Cape Gaspé, about 400 miles below Quebec and 430 miles from the Atlantic at the east end of the Straits of Belle Isle, is the true mouth of the St Lawrence river.

It has been calculated by Darby, the American hydrographer, that the mean discharge from the St Lawrence river and gulf, from an area rather largely estimated at 565,000 square miles, must be upwards of 1,000,000 cubic feet per second, taking into account the mean discharge at Niagara, which is 389,000 cubic feet per second from a drainage area of 237,000 square miles, and bearing in mind the well-ascertained fact that the tributaries of the lower St Lawrence, coming from mountainous woody regions where snow falls from 4 to 8 feet in depth, deliver more water per square mile than its upper tributaries.

The great prosperity and growth of Canada are owing no doubt to its unrivalled system of intercommunication by canal and river with the vast territories through which the St Lawrence finds its way from the far-off regions of the Minnesota to the seaboard. This great auxiliary of the railways (by means of which trade is now carried on at all seasons) must therefore be prominently taken into account in considering the transport routes of the future, their chief use being, as far as the conveyance of traffic over long distances is concerned, to augment, in the shape of feeders, the trade of the river, as long as it keeps open, and when it closes to continue the circulation of commerce by sledges until the ice breaks up and restores the river to its former activity. By the published statistics of the harbour commissioners of Montreal it appears that during the ten years 1870-79 the opening of the navigation at Montreal varied between 30th March and 1st May, and the close of the navigation between 26th November and 2d January, and that, whilst the first arrival from sea varied from 20th April to 11th May, the last departure to sea only varied from 21st November to 29th November during the ten years.

(G. A. H.)
According to the chief geographer of the United States Geological Survey, the following were the principal data for the St Lawrence lakes in 1886. Area of basin of St Lawrence 457,000 square miles, of which 330,000 belong to Canada and 127,000 to the United States. *Lake Superior*—area 31,200 square miles, length 412 miles, maximum breadth 167 miles, maximum depth 1009 feet, altitude above sea-level 602 feet. *Lake Huron*—area 21,000 square miles, 263 miles long, 101 broad, maximum depth 702 feet, altitude 581 feet. *Lake Michigan*—area 22,450 square miles, maximum breadth 84 miles, length 345 miles, maximum depth 870 feet, altitude 581 feet. *Lake St Clair*—29 miles long. *Lake Erie*—area 9960 square miles, length 250 miles, maximum breadth 60 miles, maximum depth 210 feet, height above sea-level 573 feet and above Lake Ontario 326 feet. *Lake Ontario*—area 7240 square miles, length 390 miles, breadth 54 miles, maximum depth 738 feet, elevation 247 feet. In 1885 the enrolled vessels on the St Lawrence lakes belonging to the United States numbered 2497 (steam 1175, sailing 1322) with an aggregate burthen of 648,988 tons (steam 335,859 tons, sailing 313,129 tons).

ST LEONARDS is the name given to the western and more modern part of HASTINGS (*q.v.*), a watering-place on the coast of Sussex, England. St Leonards proper, which formed only a small part of the district now included under that name, was at one time a separate township. The population of St Leonards in 1881 was 7165.

ST LEONARDS, EDWARD BURTONSHAW SUGDEN, LORD (1781-1875), lord chancellor of England, was the son of a hairdresser in Duke Street, Westminster, and was born in

February 1781. After practising for some years as a conveyancer, he was called to the bar at Lincoln's Inn in 1807, having already published his well-known treatise on the *Law of Vendors and Purchasers*. In 1822 he was made king's counsel and chosen a bencher of Lincoln's Inn. He was returned at different times for various boroughs to the House of Commons, where he made himself prominent by his opposition to the Reform Bill of 1832. He was appointed solicitor-general in 1829, was named lord chancellor of Ireland in 1834, and again filled the same office from 1841 to 1846. Under Lord Derby's first administration in 1852 he became lord chancellor and was raised to the peerage as Lord St Leonards. In this position he devoted himself with energy and vigour to the reform of the law; Lord Derby on his return to power in 1858 again offered him the same office, which from considerations of health he declined. He continued, however, to take an active interest especially in the legal matters that came before the House of Lords, and bestowed his particular attention on the reform of the law of property. He died at Boyle Farm, Thames Ditton, 29th January 1875.

Lord St Leonards was the author of various important legal publications, many of which have passed through several editions. Besides the treatise on purchasers already mentioned, they include *Powers, Cases decided by the House of Lords, Gilbert on Uses, New Real Property Law, and Handybook of Property Law*.

ST LÔ, a town of France, chef-lieu of the department of Manche, on the right bank of the Vire, 195 miles west by north of Paris by the railway which here breaks up into two branches for Coutances and Vire respectively. The old town stands on a rocky hill (110 feet high) commanding the river; the modern town spreads out below. Notre Dame is a Gothic building of the 14th century, with portal and two towers of the 15th. In the town-house is the Torigny marble, commemorating the assemblies held in Gaul under the Romans and now serving as a pedestal for the bust of Leverrier the astronomer, who was born at St Lô. The museum has some good pictures, and in the abbey of St Croix there are windows of the 14th century. The Champs de Mars is a fine tree-planted place. Horse-breeding, cloth and calico weaving, wool-spinning, currying and tanning, are the local industries. The population in 1881 was 9889 (10,121 in the commune).

St Lô, founded in the Gallo-Roman period, was originally called Briovira (bridge on the Vire), and afterwards St Etienne, the present name being from one of its bishops (Lo, Laudus), who lived in the 6th century. By the time of Charlemagne the town was already surrounded with walls and contained the abbey, which was sacked by the Normans. In 1141 it fell into the hands of Geoffrey Plantagenet. But in 1203 the castle opened its gates to Philip Augustus, and, weaving being introduced, St Lô soon became a flourishing industrial centre. In the middle of the 14th century Edward III. of England captured the town and according to Froissart obtained immense booty. It was again taken by the English in 1417, but the victory of Formigny (1450) restored it permanently to France. The hearty welcome it gave to the Reformation brought upon St Lô new disasters and new sieges. The revocation of the Edict of Nantes led to the emigration of a part of the inhabitants. In 1800 the town was made the centre of the department, but by Napoleon's orders it was deprived of its fortifications.

ST LOUIS, the capital of Senegambia or Senegal, West Africa, and known to the natives as far as Timbuktu as N'dar, is built on an island 10 sea-miles above the mouth of the Senegal river, near the right bank, which is there a narrow strip of sand—the Langue de Barbarie—occupied by the villages of N'dar Toute and Guet N'dar. Two bridges on piles connect the town with the villages; and the Pont Faidherbe, 2132 feet long and constructed in 1863, affords communication with Bouetville, a suburb and the terminus of the railway, on the left bank. The houses of the European portion of St Louis have for the most part flat roofs, balconies, and terraces. Besides the governor's residence the most prominent buildings are the cathedral, the great mosque, the court-house, and the

various barracks and offices connected with the army. The town also contains the Senegal bank (1855), a Government printing-office (1855), a chamber of commerce (1869), a public library, and an agricultural society (1874). The round beehive huts of Guet N'dar are mainly inhabited by native fishermen. N'dar Toute consists of villas with gardens, and is frequented as a summer watering-place. There is a pleasant public garden in the town, and the neighbourhood is rendered attractive by alleys of date-palms. As there are no natural wells on the island, and the artesian well at the north side of the town gives only brackish water, St Louis used to be dependent on rain-tanks and the river (and except during the rainy season the water in the lower part of the river is salt); but in 1879 1,600,000 francs were appropriated to the construction of a reservoir at a height of 300 feet above the sea, 7½ miles from the town. The mouth of the Senegal being closed by a bar of sand with extremely shifting entrances for small vessels, the steamships of the great European lines do not come up to St Louis, and passengers, in order to meet them, are obliged to proceed by rail to Dakar, on the other side of Cape Verd. Ordinary vessels have often to wait outside or inside the bar for days or weeks and partial unloading is often necessary. It is proposed to construct a pier opposite Guet N'dar. The population of St Louis was 15,980 in 1876 and 18,924 in 1883. Though founded in 1662, the town did not receive a municipal government till August 1872. See SENEGAL.

ST LOUIS, a city of the United States, chief city of the State of Missouri, is situated on the west bank of the Mississippi river, 20 miles below its confluence with the Missouri river and 200 miles above the influx of the Ohio, in 38° 38' 3" N. lat. and 90° 12' 17" W. long. It is distant by river about 1200 miles from New Orleans, and 729 from St Paul at the head of navigation on the Mississippi, and occupies a position near the centre of the great basin through which the mingled flood of the Mississippi and Missouri and their extensive system of tributaries is carried to the Gulf of Mexico. The site embraces a series of undulations extending westwards with a general direction nearly parallel to the river, which at this point makes a wide curve to the east. The extreme length in a straight line is 17 miles, the greatest width 6.60 miles, the length of river front 19.15 miles, and the area (including considerable territory at present suburban in character) 62½ square miles. The elevation of the city directrix above the waters of the Gulf of Mexico is 428 feet, that of the highest point of ground in the city above the directrix is 203 feet; the extreme high-water mark above the directrix is 7 feet 7 inches, and the extreme low-water mark below the same is 33 feet 9½ inches. The elevated site of the city prevents any serious interruption of business by high water, even in seasons of unusual floods.

The plan of the city is rectilinear, the ground being laid out in blocks about 300 feet square, with the general direction of street lines north-south and east-west. The wharf or river front is known as the Levee or Front Street, the next street west is Main Street, and the next Second, and thence the streets going north-south are, with few exceptions, in numerical order (Third, Fourth, &c.). Fifth Street has recently been named Broadway. The east-west streets bear regular names (Chestnut, Pine, Washington, Franklin, and the like). Market Street is regarded as the middle of the city, and the numbering on the intersecting streets commences at that line, north and south respectively. One hundred house numbers are allotted to each block, and the blocks follow in numerical order. The total length of paved streets in St Louis is 316 miles, of unpaved streets and roads 427, total 743 miles. In the central streets, subject to heavy traffic, the pavement is of granite blocks;

wood, asphalt, and limestone blocks and Telford pavements are also used. There are nearly 300 miles of mac-

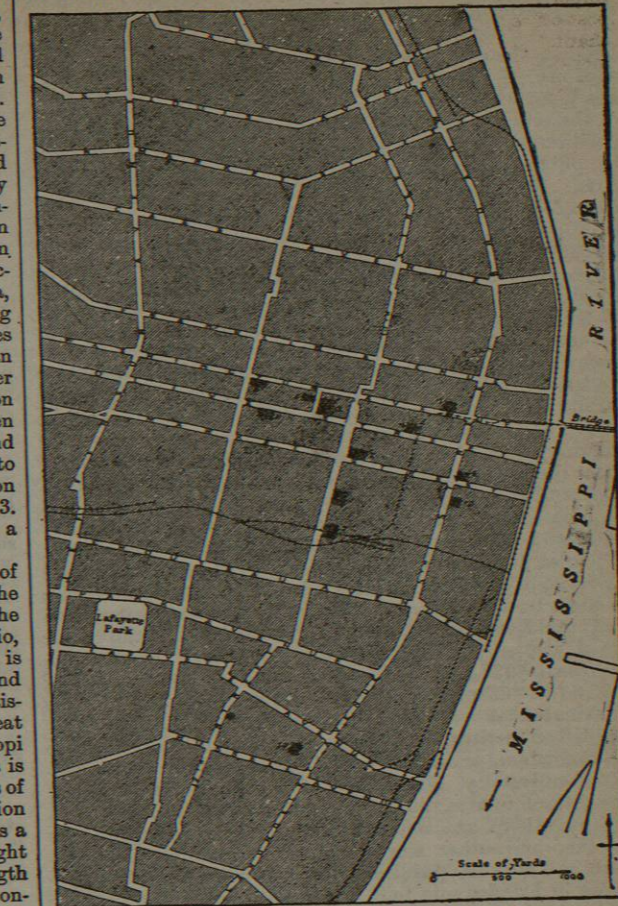


FIG. 1.—Plan of St Louis (Central Part).

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| 1. Four Courts. | 7. Union Depot. |
| 2. City Hall. | 8. First Presbyterian Church. |
| 3. Exposition Building. | 9. Temple of the Gates of Truth. |
| 4. Custom House. | 10. St Peter and Paul Church. |
| 5. Washington University. | 11. Lindell Hotel. |
| 6. Court House. | 12. Southern Hotel. |

adamized streets, including the roadways in the new limits. The length of paved alleys is about 66 miles. The city has an extensive sewer system (total length 223 miles), and, owing to the elevation of the residence and business districts above the river, the drainage is admirable. The largest sewer, Mill Creek (20 feet wide and 15 feet high), runs through the middle of the city, from west to east, following the course of a stream that existed in earlier days. The water-supply is derived from the Mississippi; the water is pumped into settling basins at Bissell's Point, and thence into the distributing pipes, the surplus flowing to the storage reservoir on Compton Hill, which has a capacity of 60,000,000 gallons. The length of water-pipe is nearly 250 miles; the capacity of the low-service engines which pump the water into the settling basins is 56,000,000 gallons in twenty-four hours, and that of the high-service engines which supply the distributing system 70,000,000 gallons. The average daily consumption in twenty-four hours is nearly 28,000,000 gallons. The works, which are owned by the city, cost over \$6,000,000. Among the more

important public buildings are the new custom-house and post-office, erected at a cost of over \$5,000,000; the merchants' exchange, which contains a grand hall 221 feet 10 inches in length by 62 feet 10 inches in width and 60 feet in height; the court-house, where the civil courts hold their sessions; the four courts and jail, in which building are the headquarters of the police department and the chambers of the criminal courts; the cotton exchange; the new exposition and music-hall building on Olive Street, erected by public subscription; and the Crow Museum of Fine Arts. The present city-hall is a large but hardly ornamental edifice. The mercantile library, on Fifth and Locust Streets, contains nearly 65,000 volumes and also a valuable art collection. The public school library in the polytechnic building has about 55,000 volumes. There are six handsome theatres and various other smaller places of amusement. The public school system of St Louis includes the kindergarten (for which St Louis has become somewhat celebrated), the grammar-schools (including eight grades, of a year each), and a high school, besides the normal school and a school for deaf mutes. The public schools naturally absorb much the largest number of pupils; but the parochial schools and the private schools gathered about the Washington university are also much frequented. The number of pupils in 1883-84 was in the normal school 64, high school 783, grammar-schools 52,280, total in day schools 53,127; total in day and evening schools 56,366. The total number of public school buildings is 104, and the value of property used for school purposes \$3,229,148; all the school edifices are substantial and convenient, and many architecturally attractive. The receipts of the public school system for 1884 were \$941,332, and the total expenditure \$934,609, the amount paid to teachers being \$632,873. Of parochial schools there are about 75. The Washington and St Louis universities are old and well-established institutions. There are also the Mary Institute and the manual training school, both connected with Washington university, the college of the Christian Brothers, convent seminaries, and numerous medical colleges. In addition there are art schools, singing and gymnastic societies, and other similar organizations and establishments. There are published in St Louis four daily newspapers in English and four in German, and also a number of weekly publications.

There are 16 Baptist churches, 8 Congregational, 13 Episcopal, 25 German Evangelical and Lutheran, 6 Hebrew congregations, 18 Methodist Episcopal, 8 Methodist Episcopal Church (South), 25 Presbyterian, 45 Roman Catholic, and 3 Unitarian. Many of the buildings are of imposing proportions, built of stone, massive in character, and with lofty spires. The Roman Catholic cathedral, built in 1830, is the oldest church now in use. On the high ground in the central-western portion of the city (Stoddard's Addition) will be found most of the costly church buildings, whilst in the northern and southern portions of the city there are very few indeed.

The parks and squares of St Louis number 19, covering nearly 2100 acres. Tower Grove Park, in the south-western suburbs, containing about 266 acres, was presented by Mr Henry Shaw. The smaller parks are situated to the east of Grand Avenue, and the driving parks in the suburbs, —O'Fallon Park (158 acres) at the northern extremity of the city, Forest Park (1372 acres) west of the central portion, Tower Grove in the south-west, and Carondelet (180 acres) in the south. In the immediate vicinity of Tower Grove Park are the Missouri Botanical Gardens, established by Mr Henry Shaw, and containing the most extensive botanical collection in the United States. In addition to the parks, the Fair Grounds in the north-west should be mentioned, where the annual fair is held, and

where there is a permanent zoological department. An amphitheatre, capable of seating between 20,000 and 30,000 spectators, and a race-course with a most elaborate grand stand, are among the other features. There are various beer-gardens in the city, largely frequented as pleasure-resorts. There are about 120 miles of street railways in operation.

The following table shows the population of St Louis at different periods:—

1799.....	925	1856	125,200
1810.....	1,400	1866	204,327
1820.....	4,928	1870 (United States	
1830.....	5,862	census)	310,864
1840.....	16,469	1880	350,518
1850.....	74,439		

The figures of the United States census are strictly confined to municipal limits, and do not include the residents of East St Louis and of various suburban localities, properly a part of the city population. In 1880 the population (179,520 males, 170,998 females) was divided as follows:—native, 245,505; foreign-born, 105,013. Of the latter 36,309 came from Great Britain (28,536 Irish) and 54,901 from Germany. The death-rate per thousand in 1882 was 19.6, in 1883 it was 20.4, and in 1885 (population being estimated at 400,000) it was 19.7.

The police force, including detectives and employés, numbers about 600 men. The fire brigade numbers 250 men, with 22 engine-houses. The city has three public hospitals, an asylum for the insane, a poorhouse, a workhouse for the confinement and employment of prisoners charged with petty offences, and a house of refuge which is a reformatory institution for juvenile offenders and for the education of children thrown upon the care of the city by abandonment or otherwise. The number of asylums, hospitals, and other institutions supported by private charity is very large.

Government and Finance.—St Louis is not included in any county of the State, but exists as a separate municipality. It was formerly embraced in St Louis county, and was within the jurisdiction and taxing power of a city and county government. The State constitution was revised in 1875 and two years later the separation of the city and the county government was effected, the former being reorganized under the present charter. The city levies and collects municipal and State revenues within its limits, and manages its own affairs, free from all outside control, except that of the legislature of the State. The voters of the city have the right to amend the charter at intervals of two years at a general or special election, —provided the proposed amendments have been duly sanctioned and submitted to the people by the municipal assembly.

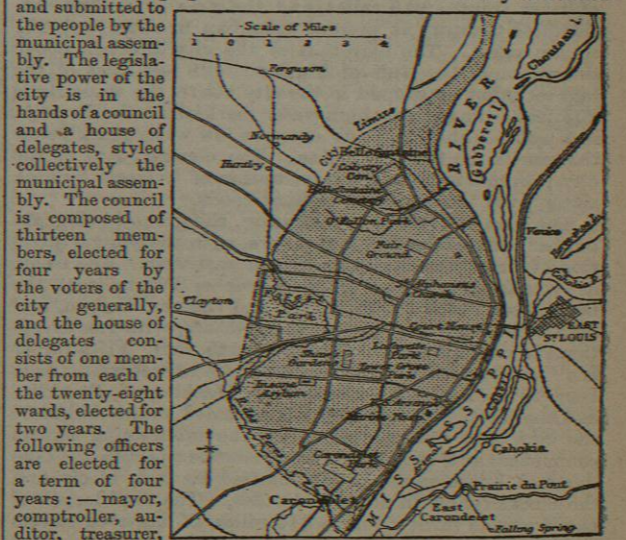


FIG. 2.—St Louis and environs.

of deeds, inspector of weights and measures, sheriff, coroner, marshal, public administrator, president of the board of assessors, and pre-

sident of the board of public improvements. The elective officers, including the members of the board of public improvements, are nominated by the mayor and approved by the council, and the appointments are made at the beginning of the third year of the mayor's term, so as to remove the distribution of municipal patronage from the influences of a general city election. The power of the mayor and council touching appointments to office and removals is subject to certain reciprocal checks.

The bonded debt of St Louis at the close of the fiscal year, 13th April 1885, was \$22,016,000. This debt is reduced each year by the operation of the sinking fund. The city has no floating debt. The receipts for the fiscal year ending 13th April 1885, deducting proceeds of revenue bonds and special deposits, were \$5,659,086, or with balance in treasury at opening of year \$6,514,877. The total expenditure was \$5,681,557. The city tax rate for the year 1884 was \$1.75 on the \$100. During the last few years the rate of interest on the bonded debt has been reduced from 6 and 7 per cent. to 5 per cent., and more recently to 4 per cent. Most of the outstanding bonds are held in England and Germany. All appropriations are rigidly limited to the available means, and the increase of the bonded debt is forbidden by law. In 1860 the taxable valuation was \$69,846,845, in 1870 it was \$147,969,660, in 1880 \$160,493,000, and in 1885 \$207,910,350.

Commerce.—Subjoined are a few of the more important facts and figures respecting the commerce of St Louis. In 1884 there were 6,440,787 tons of freight received by rail and 520,350 by river, making a total of 6,961,137 tons. In the same year there were shipped by rail 3,611,419 tons and by river 514,910 tons (total 4,126,329). The total receipts of grain for 1884, including wheat reduced to flour, were 52,776,832 bushels, as against 51,983,494 bushels in the previous year. During 1884 the amount of flour manufactured was 1,960,787 barrels, and the amount that changed hands 4,757,079 barrels; 302,534 bales of cotton, 19,426 hogheads of tobacco, and 118,484,220 lb of sugar were received; and 193,875,479 lb of pork in various forms were shipped. There are thirteen tobacco manufactories, with a production in 1884 of 22,631,104 lb. In live stock, lumber, hides, wool, salt, lead, and a long list of other commodities the business is large and increasing. Extensive stock-yards are established in the northern part of the city, and also in East St Louis, where they are known as the national stock-yards, and cover a space of over 600 acres. In 1884 there were imported—cattle, 450,717; sheep, 380,822; pigs, 1,474,475; horses and mules, 41,870. The shipments in the same year were—cattle, 315,433; sheep, 248,545; pigs, 678,874; horses and mules, 39,544. There are twelve grain elevators, with a total capacity for bulk grain of 10,950,000 bushels and 415,000 sacks. The coal received during the year amounted to 52,349,600 bushels. The foreign value of imports for the year was \$2,586,876, and the collections at the custom-house were \$1,463,495.

Among the more important manufactures may be mentioned those of iron and steel, glass, flour, sugar, beer, bagging, prepared foods, tobacco, boots and shoes, furniture, planed and sawed lumber, wire and wire-work, carriages and waggon, foundry and machine-shop products, hardware, agricultural implements, &c. Meat packing is also an important industry. The summary of manufactures in the United States census of 1880 shows 2924 establishments, having a capital of \$50,832,885; amount paid in wages during the year, \$17,743,532; value of materials, \$75,379,867; value of products, \$114,333,375. These figures ought probably to be largely increased now (1886). In the wholesale grocery trade St Louis is ahead of nearly all the inland cities of the Union. There are between twenty and thirty wholesale houses, and it is estimated that the annual sales exceed \$30,000,000. The capital employed in the wholesale and retail dry goods establishments is estimated at between \$10,000,000 and \$12,000,000, and the annual amount of business at \$35,000,000 to \$40,000,000. The brewing business of St Louis has had an astonishing development, and its product is shipped to all parts of the world. It employs over \$3,000,000 of capital, and pays out in wages over \$2,000,000 per annum. The ale and beer shipments during 1884 numbered 1,834,545 packages. The brick-making industry has recently become important, and the hard red brick for building and the fire brick produced in St Louis are among the best to be found in the United States. In 1884 there were eighteen State banks and six national banks representing—capital and surplus, \$14,742,123; savings and time deposits, \$9,102,021; current deposits, \$29,000,691; circulation, \$674,150; total, \$53,518,985. The clearings for 1884 amount to \$785,202,177, and the balances to \$125,260,945, making a total of \$910,463,122.

Railways.—St Louis is one of the most important railroad centres in the United States; the nineteen lines which run trains into the Union depot represent nearly 20,000 miles of railway. The Union passenger depot, contiguous to the business centre of the city, is connected with the bridge over the Mississippi by a tunnel. The buildings are of a temporary character, and are not adequate to the enormous business transacted; a new depot of imposing proportions is now in contemplation. Over 150 passen-

ger trains arrive and depart daily. The tunnel already referred to commences a few hundred yards east of the Union depot. It has double tracks throughout its length, which is about 1 mile, and is supplied with electric lights, ventilating shafts, and the best appliances for safety and convenience. It is leased by the Wabash, St Louis, and Pacific and the Missouri Pacific Railroad Companies, which are also the lessees of the bridge. The bridge across the Mississippi river at St Louis is one of the most remarkable structures in the world in character and magnitude. It consists of three arches, the two side spans being 502 feet in the clear and the centre span 520 feet, and carries a roadway for ordinary traffic 54 feet wide and below this two lines of rail. The dimensions of the abutments and piers are as follows:—

	Dimensions at foundation.		Dimensions at top.		Height from foundation to top of M.	Foundation below extreme low water.
	Length.	Thickness.	Length.	Thickness.		
East abutment	83	70 6	64 3 1/2	47 6	192 9	93 3 1/2
East pier.....	82	60 0	63 0	24 0	197 1 1/2	86 3 1/2
West pier....	82	48 0	63 0	24 0	172 1 1/2	61 3 1/2
West abutment	94	62 3/4	64 3 1/2	47 6	112 8 1/2	13 3 1/2

The foundations of abutments and piers rest on solid rock. The two piers and the east abutment were sunk by means of pneumatic caissons. The greatest depth below the surface at which work was done was 110 feet, the air-pressure in the caisson being 49 lb. Each arch consists of four equal ribs; each rib is composed of two circular members, 12 feet apart, which are connected by a single system of diagonal braces. The circular members consist of steel tubes, which are 12 feet long and 18 inches in diameter; each tube is composed of 6 steel staves, varying in thickness between 1 1/4 and 2 1/4 inches. These staves are held together by a steel envelope, a quarter of an inch thick. The tubes are joined together by couplings, and the end tubes are rigidly connected with wrought-iron skewbacks, which are fixed to the masonry by long bolts. The arches were erected without using any false work. Work on the bridge was commenced March 1868, and it was opened for traffic on 4th July 1874. The total cost of bridge and approaches was \$6,536,730. The traffic across the bridge is rapidly developing. In 1876 the gross earnings were \$448,447 (loaded waggons, 45,027; railway passengers, 496,680); in 1884 the gross earnings were \$1,520,483 (loaded waggons, 172,730; railway passengers, 1,333,360); a total of 2,225,994 tons was carried; and the total number of cars which crossed the bridge was 472,324.

History.—The first permanent settlement on the site of St Louis was made in February 1764, and was in the nature of a trading post, established by Pierre Laclede Liguest. Long prior to this event there had been some exploration of the vast regions of the Mississippi and its tributaries by Marquette, Joliet, La Salle, Hennepin, and others; but, although a few widely separated military and trading posts had been established, there was no accurate knowledge of the character and resources of the country. Laclede's expedition was nearly contemporaneous with the treaty of Paris, 1763, by which the title of France to the regions in the valley of the Mississippi was practically extinguished, Spain becoming owner of all Louisiana west of the Mississippi, and England of all territory east of that river, excepting New Orleans. The few French forts north of the Ohio were nominally surrendered to the English, including Vincennes, Cahokia, Kaskaskia, and Fort de Chartres; but there was no immediate formal assertion of English control, and French sentiments and manners and customs remained undisturbed. In 1771 St Louis was formally occupied by a small body of Spanish troops, commanded by Don Pedro Piaras, and a period of somewhat over thirty years of Spanish rule followed, during which few local events of noteworthy character occurred. On 25th May 1780—the festival of Corpus Christi—the post, or village, was attacked by Indians, and about thirty of the citizens were killed; but the savages were beaten off and did not renew the attack. In 1800 Spain ceded back to France all her territory of Louisiana, and three years later—30th April 1803—France ceded to the United States all her right, title, and interest in the territory for eighty million francs. At this time St Louis and the adjacent districts had a population of not over 3000, and the total population of Upper Louisiana was between 8000 and 9000, including 1300 Negroes. There were not over 200 houses in the embryo city, which consisted mainly of two streets parallel to the river. For fifty or sixty years after the landing of Laclede the progress of the town was necessarily slow. In 1810 the population was less than 1500, and in 1830 it had not reached 6000. From the latter date progress became steady and rapid, and the real growth of the city was compressed within half a century. An extensive conflagration occurred in 1849, which destroyed most of the business houses on the Levee and Main Street. During the Civil War the commercial advancement of St Louis was seriously retarded; but the city continued to expand in population owing to its advantageous geographical position. (D. H. M. A.)

ST LUCIA, a West India island, discovered by Columbus in 1502, is situated in 13° 50' N. lat. and 60° 58' W. long., and has a length of 42 miles and a maximum breadth of 21. Pigeon Island, formerly an important military post, lies at its northern extremity. Originally inhabited by Caribs, St Lucia was settled by the English in 1639, and, after many alternations of English and French possession, surrendered to the British arms in 1794. Sir John Moore was governor till 1797. St Lucia was subsequently in French possession, but was finally restored to Great Britain in 1803. The scenery consists of mountain, valley, and forest; two cone-shaped rocks rise out of the sea to a height of 3000 feet, and near them are craters of extinct volcanoes and a solfatara. The island is considered a good coaling station for mail-steamers and war-ships; there is a good harbour on the west coast, below Castries, the capital (population, 5000). The total population was 40,532 in 1883, of whom 1000 were white, mostly French. St Lucia forms part of the general government of the Windward Islands (from which Barbados is excluded); it has a legislative council composed of officials and crown nominees. The annual revenue and expenditure were £43,026 and £36,652 respectively in 1883, the debt (principally for Central Sugar Factory) being £32,400. The tonnage of vessels entered and cleared was 438,688; the total imports were valued at £191,191 and the exports (sugar, 7600 tons; cocoa, 307,120 lb) at £213,823. The Usine or Central Factory system has been established with Government assistance.

ST MALO, a seaport town of France, on the English Channel, on the right bank of the estuary of the Rance, is situated in 48° 39' N. lat., 51 miles by rail north-north-west of Rennes. It is the administrative centre of an arrondissement in the department of Ile-et-Vilaine and a first-class garrison town, surrounded by ramparts of the 13th, 16th, and 17th centuries, which are strengthened with great towers at the principal gates. The granite island on which St Malo stands communicates with the mainland only on the north-east by a causeway known as the "Sillon" (furrow), 650 feet long, and at one time only 46 feet broad, though now three times that breadth. This causeway forms part of the site of Rocabey, an industrial suburb more extensive, though less populous, than the town itself. In the sea round about lie other granite rocks, which have been turned to account in the defences of the coast; on the islet of the Grand Bey is the tomb (1848) of Chateaubriand. The rocks and beach in the circuit of St Malo are continually changing their appearance, owing to the violence of the tides. Equinoctial spring-tides sometimes rise 50 feet above low-water level, and during storms the sea sometimes washes over the ramparts. The harbour of St Malo lies south of the town in the creek separating it from the neighbouring town of St Servan. It has a wet dock with from 20 to 25 feet of water (30 feet in spring-tides), and a mile of quays. Additional works are projected, to make the area of the dock 42 acres and the length of quays 1½ miles. Among French seaports St Malo stands twelfth in commercial importance, but first in the number of seamen on its register. The annual imports and exports together amount to 184,000 tons, and 3000 tons of shipping are built yearly. Besides fitting out fishing-boats for Newfoundland, St Malo exports grain, colza-seed, cider, butter, tobacco, and various kinds of provisions to the Channel Islands, with which it is connected by a regular steamboat service. The coasting vessels have a tonnage of about 30,000. Communication between St Malo and St Servan is maintained by a revolving bridge. St Malo is largely frequented for sea-bathing, but not so much as Dinard, on the opposite side of the Rance. Paramé, to the east of

St Malo, has recently sprung into importance. The interior of St Malo presents a tortuous maze of narrow streets and of small squares lined with high and sometimes quaint buildings. The old house in which Duguay-Trouin was born deserves to be noted. Above all rises the stone spire which since 1859 terminates the central tower of the cathedral. The castle, which defends the town towards the "Sillon," is flanked with four towers, and in the centre rises the great keep, an older and loftier structure, which was breached in 1378 by the duke of Lancaster. St Malo has statues to Chateaubriand and Duguay-Trouin. The museum contains remains of the ship "La Petite Hermine," in which Jacques Cartier sailed for the discovery of Canada; and the natural history museum possesses a remarkable collection of from 6000 to 7000 European birds. The population of St Malo in 1881 was 10,891 (commune, 11,212).

In the 6th century the granite island on which St Malo now stands was the retreat of Abbot Aaron, who gave asylum in his monastery to Malo (Maclovius or Malovius), a Cambrian priest, who came hither to escape the episcopal dignity, but afterwards became bishop of Aleth (now St Servan); the see was transferred to St Malo only in the 12th century. Jealous of their independence, the inhabitants of St Malo played off against each other the dukes of Brittany and the kings of France, who alternately sought to bring them under subjection. During the troubles of the League they hoped to establish a republican government in their city, and on the night of 11th March 1590 they exterminated the royal garrison and imprisoned their bishop and the canons. But four years later they surrendered to Henry IV. of France. During the following century the maritime power of St Malo attained some importance. In November 1693 the English vainly bombarded St Malo for four consecutive days. In July 1695 they renewed the attempt, but were equally unsuccessful. The people of St Malo had in the course of a single war captured upwards of 1500 vessels (several of them laden with gold and other treasure) and burned a considerable number more. Enriched by these successes and by the wealth they drew from Peru, the shipowners of the town not only supplied the king with the means necessary for the famous Rio de Janeiro expedition conducted by Duguay-Trouin in 1711, but also lent him £1,200,000 for carrying on the War of the Spanish Succession. In June 1758 the English sent a third expedition against St Malo under the command of Marlborough, and inflicted a loss of £480,000 in the harbour. But another expedition undertaken in the following September received a complete check. In 1778 and during the wars of the empire the St Malo privateers resumed their activity. In 1789 St Servan was separated from St Malo and in 1790 St Malo lost its bishopric. During the Reign of Terror the town was the scene of sanguinary executions. Among the celebrities born in St Malo are Jacques Cartier, Duguay-Trouin, Surcouf, and Mahé de la Bourdonnais—all four of naval fame—Maupertuis, Chateaubriand, the Abbé de Lamennais, and Broussais.

ST MARTIN, one of the Lesser Antilles (West Indies), part of which (20 square miles) belongs to France and forms a dependency of Guadeloupe, while the remainder (18 square miles) belongs to Holland and along with Saba, &c., is a dependency of Curacao. Situated in 18° N. lat. and 63° W. long., it ascends to a height of 1380 feet above the sea, and has a comparatively small cultivable area. The great saltpans of the Dutch portion produced in 1882 276,434 tons of salt, and there are similar saltpans in the French portion. Sugar and live-stock (horses, cattle, sheep, goats, and pigs) are also exported. The chief settlement and anchorage in the French portion is Marigot, in the Dutch Philippsburg. The population in 1882 was 7083 (French portion 3724, Dutch 3359). Occupied by French freebooters in 1638 and by the Spaniards between 1640 and 1648, St Martin was divided between the French and Dutch in this latter year.

SAINT-MARTIN, LOUIS CLAUDE DE (1743-1803), known as "le philosophe inconnu" from the fact that all his works were published under that name, was born at Amboise of a poor but noble family, on the 18th January 1743. By his father's desire he tried first law and then the army as a profession. While in garrison at Bordeaux, he came under the influence of Martinez Pasqualis, a Portu-

guese Jew, who taught a species of mysticism drawn from cabalistic sources, and endeavoured to found thereon a secret cult with magical or theurgical rites. In 1771 Saint-Martin left the army in order to become a social preacher of mysticism. His conversational powers made him welcome in the most aristocratic and polished Parisian salons; but his missionary zeal led him to England, Italy, and Switzerland, as well as to the chief towns of France. At Strasburg in 1788 he met Charlotte de Boecklin, who initiated him in the writings of Jacob Boehme, and at the same time inspired in his breast a semi-romantic attachment. His later years were devoted almost entirely to the composition of his chief works and to the translation of those of Boehme. He died at Aunay, near Paris, on the 23d October 1803.

His chief works are—*Lettre à un ami sur la Révolution Française*; *Eclair sur l'association humaine*; *De l'esprit des choses*; *Ministère de l'homme-esprit*. Other treatises appeared in his *Œuvres posthumes* (1807). Saint-Martin regarded the French Revolution as a sermon in action, if not indeed a miniature of the last judgment; its result was to be the regeneration of society by a destruction of its abuses. His ideal society was "a natural and spiritual theocracy," in which God would raise up men of mark and endowment, who would regard themselves strictly as "divine commissioners" to guide the people through the crises of their history. This mystical dictatorship was to rest entirely upon persuasion. In like manner all ecclesiastical organization was to disappear, giving place to a purely spiritual Christianity, the doctrines of which constitute a species of theosophy. Their philosophical basis in Saint-Martin is the assertion of a faculty superior to the reason, which he calls the moral sense, and from which we derive our knowledge of God. In man, and not elsewhere, is to be found the key to the divine nature. God exists as an eternal personality, and the creation is an overflowing of the divine love, which was unable to contain itself. The human soul, the human intellect or spirit, the spirit of the universe, and the elements or matter are the four stages of this divine emanation, man being the immediate reflexion of God, and nature in turn a reflexion of man. Man, however, has fallen from his high estate, and matter is one of the consequences of his fall. But the divine love, united to humanity in Christ, will work the final regeneration or restoration of all things.

Comp. Genée, *Notice biographique* (1824); Caro, *Essai sur la vie et les doctrines de Saint-Martin* (1832); Sainte-Beuve, *Causeries de Lundi*, vol. x. p. 190; Matter, *Saint-Martin, le philosophe inconnu* (1892); Franck, *La philosophie mystique en France à la fin du dix-huitième siècle* (1896).

ST MAUR-SUR-LOIRE, founded by St Maurus (see MAURUS), was the first Benedictine monastery in Gaul. It was situated on the left bank of the Loire about 15 miles below Saumur. About the middle of the 9th century it was reduced to ruins by the Normans; shortly before the event and in anticipation of it the relics of the saint were transferred to St Maur-les-Possés near Paris. St Maur-sur-Loire was afterwards restored and fortified, but the only extant remains consist of a part of the church and a few shattered columns.

ST MICHAEL'S. See AZORES, vol. iii. p. 171.

ST NAZAIRE, a town of France, in the department of Loire Inférieure, and a port on the right bank of the Loire near its mouth. It has rapidly grown since the new docks rendered it the outport or detached harbour of NANTES (q.v.), from which it is distant 29 miles west-north-west by water and 40 by rail. Begun in 1845 and opened in 1857, the first basin has an area of 26 acres and 1 mile of quays; and the depth varies from 20 to 25 feet. To the north of the first basin a new dock (Penhouet), 56 acres in extent and with 1½ miles of quay, was constructed between 1864 and 1881, at a cost of nearly £1,000,000. It communicates with the older basin by a passage 82 feet wide and 673 long. The harbour can admit vessels of 23 feet draught at every tide, the depth of water on the sill varying from 26 to 30 feet at high tide, and never being less than 13. The town is the terminus of the General Transatlantic Company, whose steamers connect France with Mexico, the Antilles, and the Isthmus of Panama. The total imports and exports amount to about 1,600,000 tons annually, valued at £24,000,000. The staple articles

imported are coals from Great Britain (500,000 tons), grain, sugar, coffee, rice, timber (from the North), phosphates, and guano. Pit-props, salt, and preserved foods are exported. The town being of recent origin, its industries are only in process of development; but it already contains shipbuilding yards, large ironworks, artificial fuel factories, sawmills, a flour-mill, and extensive commercial warehouses. There are no edifices of historical or architectural note with the exception of a granite dolmen, 10 feet long and 5 broad, resting horizontally on two other stones sunk in the soil, above which they rise 6½ feet. The population was 16,314 in 1881 (19,626 in the commune).

According to certain remains discovered on excavating the docks, St Nazaire seems to occupy the site of the ancient Corbilo, placed by Strabo among the more important maritime towns of Gaul, and probably founded by the Phœnicians. It was in the harbour of Corbilo that Crassus by Caesar's order built the fleet by which, in 56 B.C., Brutus routed the 220 vessels of the Venetian insurgents. At the close of the 4th century the site of Corbilo was occupied by Saxons, and, their conversion to Christianity being effected one or two hundred years later by St Felix of Nantes, the place took the name of St Nazaire. It was still only a little "bourg" of 3000 inhabitants when it was chosen as the site of the new harbour for Nantes, because the ascent of the Loire was becoming more and more difficult. In 1868 the sub-prefecture was transferred to St Nazaire from Savenay.

ST NICOLAS, a town of Belgium, in the district of Dendermonde, in the province of East Flanders, 19½ miles from Ghent by the railway to Antwerp. It is a well-built, modern-looking place, with a very spacious market-place, famous as the spot where Philip the Fair swore in 1497 to maintain the privileges of Waesland, of which St Nicolas was the capital. From a comparatively small village, with only 5000 inhabitants in 1661, it has grown into a large manufacturing centre, with wool and cotton mills, needle-factories, &c., and a population (in 1876) of 24,729. The more conspicuous buildings are the town-hall and two of the churches.

ST OMER, a town and fortress of France, chef-lieu of the department of Pas-de-Calais, situated on the Aa (which flows into the North Sea), 177 miles north of Paris by the railway to Arras, Hazebrouck, and Calais, at the junction of a line to Boulogne. Before the modifications made in the defensive system of the frontier the place was a fortress of the first class. At St Omer begins the canalized portion of the Aa, which reaches the sea at Gravelines, and under its walls it connects with the Neuffossé, which ends at the Lys. There are two harbours outside and one within the city. St Omer has wide streets and spacious squares, but little stir of life. The old cathedral is the most curious church in Artois; it belongs almost entirely to the 13th, 14th, and 15th centuries. Of its four portals the finest, dating from the 13th and 14th centuries, was decorated with statuettes, unfortunately mutilated during the Revolution. In spite of the spoliations of the 18th century, the contents of the church still comprise interesting paintings, a Virgin in wood of the 12th century (the object of numerous pilgrimages, and solemnly crowned in 1875), a colossal statue of Christ seated between the Virgin and St John (13th century, originally belonging to the cathedral of Thérouanne and presented by Charles V.), fine stained glass and mosaics, interesting tombstones, the cenotaph of St Omer, and numerous ex-votos, distinguished by their antiquity, originality, and delicacy of workmanship. The clearing of the church from the encroachments of other buildings has led to the reconstruction of the apsidal chapel of the Sacred Heart in the purest Gothic style. Of St Bertin, the church of the abbey (built between 1326 and 1520 on the site of previous churches), where Childeric III. retired to end his days, nothing now remains but some arches and a tower, 190 feet high, which serves to adorn the public gardens (once possessed by the monks). Several

Other churches or convent chapels are of interest, but it is enough to mention St Sepulchre's (14th century) for the sake of its beautiful stone spire and stained-glass windows. A fine collection of records, a picture gallery, and a theatre are all accommodated in the town-hall, built of the materials of the abbey of St Bertin. Among the five hospitals the military hospital is of note as occupying the college opened by the English Jesuits in 1592 and known as the place where O'Connell received his education. The old episcopal palace is used as a court-house. Several learned societies exist in the town; the public library contains 20,000 volumes and 1000 MSS. The arsenal is an extensive series of buildings. Besides 30,000,000 to 40,000,000 tobacco-pipes exported to America and the colonies, St Omer manufactures cloth, hosiery, and tulle, cambric, and muslin embroideries. Its trade (and it is the seat not only of a tribunal but also of a chamber of commerce) is mainly in provisions for England, the products of the local industry, and those of the paper-mills, flour-mills, distilleries, and sugar-factories in the vicinity, especially along the banks of the Aa. The suburb of Haut Pont to the north of St Omer is inhabited by a special stock, which has remained faithful to the Flemish tongue, its original costume, and its peculiar customs, and is distinguished by honesty and industry. The ground which these people cultivate has been reclaimed from the marsh, and the *lègres* (i.e., the square blocks of land) communicate with each other only by boats floated on the ditches and canals that divide them. At the end of the marsh, on the borders of the forest of Clairmarais, are the ruins of the abbey founded in 1140 by Thierry d'Alsace, to which Thomas a Becket betook himself in 1165. To the south of St Omer on a hill commanding the Aa lies the camp of Helfaut, often called the camp of St Omer. On 15th June 1884 a statue was erected to Jacqueline Robin, a heroine who in the time of Louis XIV. saved St Omer from foreign occupation. The population of the town was 20,479 in 1881 (21,556 in the commune).

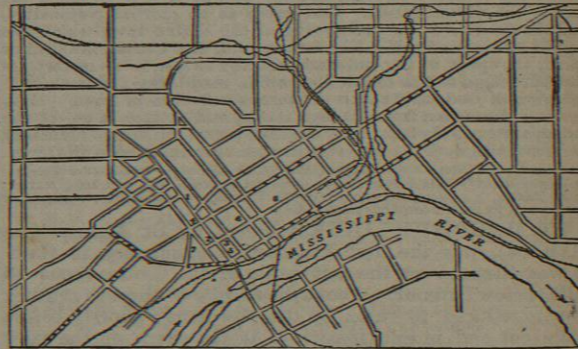
Near a castle named Siffain, Omer, bishop of Thérouanne, erected churches and the monks of Luxeuil established monasteries in the 7th century; and in the 9th century the village thus originated took the name of its founder St Omer. The Normans laid the place waste in 861 and 881, but ten years later found town and monastery surrounded by walls and safe from their attack. Situated on the borders of territories frequently disputed by French, Flemish, English, and Spaniards, St Omer long continued subject to siege and military disaster. In 1071 Philip I. put all to sword and flame. Burned in 1136, captured in 1198 by Richard and Baldwin IX., attacked in 1214 by Ferrand of Portugal, in 1302 and 1303 by the Flemish, in 1337 and 1339 by the English, and in 1477 by Louis XI., St Omer at last fell in 1487 into the hands of Charles VIII. Two years later it was recovered by the archduke Maximilian; and Charles V. strengthened its ramparts with bastions. The French made five futile attempts against it between 1551 and 1596, and had no better success in 1638 (under Richelieu) or in 1647. But on 26th April 1677, after seventeen days' siege, Louis XIV. forced the town to capitulate; and the peace of Nimeguen permanently confirmed the conquest. From time to time the people of St Omer (Audomarois) still celebrate the entrance into the town of William Cliton, count of Flanders, from whom in 1127 they obtained a communal charter granting them numerous privileges. St Omer ceased to be a bishopric in 1790.

SANTONGÉ (*Santonica, Santonensis tractus*), an old province of France, of which **SAINTE** (*q.v.*) was the capital, was bounded on the N.W. by Aunis, on the N.E. by Poitou, on the E. by Angoumois, on the S. by Guienne, and on the W. by Guienne and the Atlantic. It now forms a small portion of the department of Charente and the greater part of that of Charente Inférieure.

ST OUVEN, an industrial district in the outskirts of Paris, on the right bank of the Seine, 1 mile above St Denis. It had 17,718 inhabitants in 1881. The docks (6 acres in area), where the boats from the lower Seine discharge, are connected by rail with the Northern and Eastern lines at Paris and with the circular railway near Batignolles.

The importance of St Ouen is mainly due to its industrial establishments,—foundries and forges, steam-engine factories, dyeworks, waxcloth works, potteries, &c.; it has also the steam-pumps for supplying the upper quarters of Paris with water from the river, a racecourse, and a fine castle, occupying the site of the building in which Louis XVIII. signed (2d May 1814) the declaration by which he promised a charter to France.

ST PAUL, a city of the United States, second city of Minnesota, a port of entry and the capital of the State and of Ramsey county, is situated in 44° 52' 46" N. lat. and 93° 5' W. long., on the Mississippi river, 2150 miles from its mouth, 10 below the falls of St Anthony, the natural head of navigation, and 360 north-west of Chicago. The ground on which the city is built rises from the river in a series of terraces, the ascent being in many places precipitous and not easily adapted to urban uses. The city is mainly confined to the second and third terraces, but is gradually spreading over the elevated plateau beyond. The difficulties of the situation have much increased the cost of erecting large business structures, circumscribed the business quarter, and impeded the railway companies in securing convenient and adequate facilities. The city site is underlaid with a thick stratum of bluish limestone, which comes near the surface, and which, while it renders excavation expensive, furnishes unlimited supplies of building material of a fair quality. The streets of the older portions are uncomfortably narrow, but the newer streets are better



Plan of St Paul.

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| 1. State Capitol. | 3. City-Hall. | 6. Chamber of Commerce. |
| 2. U.S. Custom-House and Post-Office. | 4. City-Market. | 7. Rice Park. |
| | 5. Opera-House. | 8. Smith Park. |

laid out. The chief public buildings are the State capitol (built in 1882), the United States custom-house and post-office, the city-hall, and the city-market. A handsome opera-house and a chamber of commerce building are conspicuous features. In 1885 there were seventy-one church organizations,—9 Episcopal, 7 Presbyterian, 4 Congregational, 12 Methodist, 12 Lutheran, 2 Jewish, 7 Baptist, 11 Roman Catholic, 1 Unitarian, 4 Evangelical, 1 Swedenborgian, and 1 Disciples of Christ. Besides the charitable institutions connected with the church organizations there are an orphan asylum, a home for the friendless, a Swedish hospital, a women's Christian home, and a Magdalen home. Of periodical publications there were issued in 1885 5 dailies, 17 weeklies, and 7 monthlies. The city has (1886) eleven banks, of which six are national with an aggregate paid-up capital of \$5,200,000, and five State institutions with a paid-up capital of \$1,150,000. St Paul is an important railway centre, dividing with Minneapolis the terminal and distributing business of no less than fifteen lines owned by six different corporations and having an aggregate length of 15,818 miles. The navigation of the upper Mississippi acts as a check upon the rates charged by the