

YOUNGERS ARE FREE AFTER A QUARTER-CENTURY OF EXPIATION

CONTEST ON THE CANTEEN

Government Too Sharp for Temperance Cranks.

REPORTS HELD BACK

What Post Commanders Say Not to Be Revealed at Present.

WHAT WE WILL DO IN CUBA

No Haste in Withdrawing the Military, Which Will Control the Elections.

Washington, July 10.—July 1, the post commanders at their several stations in the country began preparing for submission to the secretary of war, their annual reports. Acting under instructions from the secretary, they will devote considerable space to describing the workings of the new anticanteen law. It is assumed that these reports will be practically unanimous against the law, and in favor of a speedy return to the former conditions, when the canteen was a prominent feature of every well-regulated army post, but it is impossible to get any definite word from the war office bearing upon the question. Unofficial communications from post commanders to brother officers in this city, written at intervals during the spring and early summer, were uniformly hostile to the new law, and cited numerous instances where it had worked to the positive detriment of the enlisted men. While the department heads were willing to talk to the newspaper men about these unofficial communications, it is noteworthy that they have little to say about the official reports, some of which are already in. It is not to be imagined that these reports are less hostile to the anticanteen law than the personal letters written by the same men.

OPPOSING US AT SEA

Germans Hope to Check Our Mad Career.

AFTER MORE VESSELS

British Shipbuilders May Be Employed by the Germans.

SAN FRANCISCO THE TERMINUS

J. J. Hill's European Traffic Agent Says American Shipping Interests Are Prepared.

New York Sun Special Service

London, July 10.—Herr Ballin of the Hamburg-American Steamship company, whom the kaiser recently decorated and highly eulogized for his services in extending German commerce throughout the world, is expected to arrive here Friday.

Marine authorities believe that Herr Ballin intends to open negotiations with certain British shipping concerns with the intention of limiting America's possibilities at sea. Already Europe dreads the flood of Yankee manufacturers that is beginning to pour down upon it. Commercial authorities hold that with America operating its own ships the situation will be very much worse. It is, therefore, argued that Herr Ballin is anxious to realize the kaiser's trade dream and wishes to preoccupy the world's great national steamship routes before the United States has a chance to do so. L. F. Cockcroft, general passenger agent of Spreckels' Pacific fleet, said: Herr Ballin proposes to make San Francisco the terminus of the Hamburg-American boats. During the past year his representatives have been in that city effecting traffic arrangements for the inauguration of Pacific boats. The present terminus of the Hamburg-American line is Hongkong. The extension means that cargo can be accepted at Hamburg and all intermediate points via Suez for the west coast of America. One cannot fail to foresee an era of keen competition among Pacific steamship companies. For ourselves, we expect to hold out, whatever happens. Our ships ply between San Francisco and Australia. We temporarily out-range the Hamburg-American line's new departure, but a sharp strife for trade among the lines now plying between China, Japan and western American points is certain immediately to follow starting of Ballin's ships.

H. G. McMicken, European traffic agent of J. J. Hill's Great Northern railroad, said: A port of entry on the Pacific coast will give the Hamburg-American line an unbroken service around the world. They have long desired the facilities offered them for a choice of routes to the orient. The ultimate success of the new project depends on the German's ability to effect strong transcontinental connections in the United States. When the comes American shipping interests will be found stocked both with offensive and defensive weapons.

TURKEY PAYS CLAIM OF UNITED STATES

Damages by the Destruction of Missionary Property Are Settled For at Last.

Washington, July 10.—The state department has received the amount of the American indemnity claim against Turkey, \$95,000, through the American legation at Constantinople.

The money was paid by the Turkish government to Mr. Letchman, our minister at Constantinople; was by him placed in the Ottoman imperial bank and drafts remitted for the amount. These drafts have just reached Washington. As is always the case, the claims in the aggregate considerably exceed the amount of the indemnity actually paid, but our government has expressed itself satisfied with the payment. It assumes full responsibility for the distribution, the Turkish government paying down a lump sum of \$95,000 and leaving it to the state department to distribute this among the claimants at its discretion and after its own fashion. It is stated that as soon as the department officials can prepare their list they will communicate directly with the claimants.

CRUSHED AND INCINERATED

Chicago and Alton Passenger Train Is Wrecked.

FIRE ADDS TO HORROR

Eight Persons Killed and Twenty-five Others Injured.

CRASHES INTO FREIGHT TRAIN

Wrecked Cars Thought to Have Been Set on Fire From the Remains of the Locomotive.

Kansas City, July 10.—Chicago & Alton passenger train No. 7 west-bound from Chicago collided head-on, to-day, with the second section of freight train No. 88, going east, near Norton, Mo., 100 miles east of Kansas City. Eight people were killed outright, and about twenty-five more or less injured. In a fire that started from the demolished engines the dining car and one chair car were partially burned. It is feared other victims are in the wreck. The casualty list, as far as known, follows:

DEAD. Daniel McCann, conductor of freight, single, Slater, Mo.; D. J. Anderson, engineer freight, Slater, Mo.; leaves wife and three children. Two unknown men, supposed to be tramps on blind baggage. Old woman, unidentified. Young woman, dark hair. Frank Briggs, engineer passenger train; body under wreck; Slater, Mo. I. S. Rogers, United States express messenger, Chicago, Ill. INJURED. E. C. Bray, Chicago, salesman on route to Duvern; bruised about head. Miss Clara Golden, Topeka, Ind.; right hip hurt; not serious. Miss Gusta A. Nelson, Topeka, Ind.; slight cuts on head. George B. Hill, Gilliam, Mo.; bad cut on knee. George Adams (colored), New Frankfurt, Mo.; hurt on side; not serious. Joseph Whittle, Gilliam, Mo.; cut on left arm, head, leg sprained. Mrs. Zola Harry, Hoopston, Ill.; scalded; not serious. Mrs. J. S. Adair, Hoopston, Ill.; scalded. Sidney Jones, Kansas City; scalded about head and back. Dr. J. S. Adair, Hoopston, Ill.; hands badly scalded, head slightly. Gus Williams (colored), New Orleans, porter. Mrs. C. V. Snyder, Jasper, N. Y.; hands and face badly scalded. Mrs. Frances Walker, Flatbush, Brooklyn; face, breast and hands badly scalded; inhaled steam. Mrs. Lottie L. Still, Hornellsville, N. Y.; face and arms scalded. G. R. Dixon, Fairbury; face bruised, both legs scalded; not serious; was in smoking car. Professor A. D. Harry, superintendent public schools, Hoopston, Ill.; hands badly scalded, face slightly; artery in arm broken. Mrs. A. D. Harry, scalded about head, arms and chest. Miss Julia M. Hayslip, Chenoa, Ill.; face and arms scalded. Mrs. I. Hayslip, Chenoa; hands and face scalded; not serious. G. S. Sanborn, Chenoa, Ill.; hands badly scalded; face slightly. Miss Anna Morrison, Valparaiso, Ind. Miss Ora E. Tallman, Valparaiso, Ind. Miss Lulu Rider, Kentland, Ind.

Mrs. J. A. Miller, Bloomington, Ill. Leon G. Miller, Bloomington, Ill. Levy Arch, Crumwell, Ind.; seriant. Miss Dora Wickwar, Godland, Ind. T. J. Elliott, Farber, Mo. Mary Bird, Vandalia, Mo. Sadie E. Taylor, Wilmington, Ill. Mrs. S. L. Ray, Wilmington, Ill. L. S. Colburn, Pawpaw, Mich. Dan Donnelly, Bremen on freight train. C. E. Null, Mexico, Mo., United States express messenger helper. Miss Emma Dixon, Wilmington, Ill.; scalded about head and arms. Walter Walsh and Adolph Ungman, white cooks on the diner, scalded; Walsh severely. D. R. Hooker, Syracuse, N. Y., badly scalded about head and arms; not expected to recover owing to advanced age. Mrs. New Mitchell and Mrs. Bertha C. Mitchell, Pontiac, Ill., face and hands scalded. Cars telescoped.

Relief trains were started from Slater at 10 a. m. and from Kansas City at 12:30 p. m., each carrying a corps of physicians. The trains collided while going at a rapid rate. Both engines were demolished and the forward cars telescoped. Both engineers, the freight conductor and Baggage-man Racer were killed outright, as were three passengers. Most of the damage appears to have been done in the combination smoker following the collision, and that at the time this message was sent the cars were burning. Nothing has been received from him since. At the office of the superintendent of the road it is stated that owing to the confusion at the scene it has been impossible to obtain details. The dead will be brought to Kansas City about 3 p. m. The injured will be taken temporarily to Marshall, the next station west.

LEARNED IN CHICAGO Official Report Places the Number of Dead at Seven. Chicago, July 10.—The Kansas City report that both engineers and three passengers were killed and about twenty-five other passengers were injured in the Chicago & Alton wreck, has been confirmed by the general superintendent's office in Chicago. Official advisers received here do not, however, mention the reported death of the freight conductor, Anderson and Briggs were the names of the dead engineers. General Superintendent Barrett of the Chicago & Alton railroad received an official report on the wreck, adding one conductor and one baggage-man to the list of killed, making seven in all dead, according to the official report.

STEEL CONFERENCE

Only Minor Officials of the Trust Will Participate. New York, July 10.—Indications in this city are that the high officials of the United States Steel corporation do not regard the present strike in the sheet steel mills as of great importance or likely to prove difficult of settlement. Minor officials, comparatively speaking, will meet the representatives of the Amalgamated in Pittsburgh. A prominent steel man said the strike was not a wholesale attempt to introduce unionism to the mills of the steel trust companies. The Amalgamated Association, he declared, controls only 15 per cent of the employees of the trust.

Pittsburg, July 10.—There will be but one point presented in the conference on the coal strike to-morrow—whether all the mills of the two companies shall be unionized or not. For this reason the Amalgamated people will not enter the conference for the purpose of adjusting wages, but as executive officials to outline the policy of their organization.

Will Not Resume Work.

Newport News, Va., July 10.—The striking machinists to-day voted not to return to work to-morrow morning. A telegram was received from President O'Connell of the International Association of Machinists promising assistance.

Cole and Jim Younger Walk from the Prison Gates at Last.

Career of the Youngers

Jan. 15, 1844—Cole Younger born. Jan. 15, 1848—Jim Younger born. Oct. 29, 1855—Bob Younger born. In 1862 their father murdered by "Red Legs." Cole Younger joined Quantrell's Guerrillas. In 1865 he was commissioned to raise confederate regiment in California. Returned and formed guerrilla band with his brothers and James boys. Raided Liberty, Mo., bank. Took \$72,000. Boy shot dead. Oct. 30, 1866—Raid of Lexington, Mo., bank. Got \$2,000. March 2, 1867, raid of Savannah, Mo., bank. No money secured. One killed. May 23, 1867, raid on Richmond, Mo. Took \$4,000. Three killed. March 20, 1868, raided Russellville, Ky., bank and secured \$17,000. Cole Younger shot Bartrap, La., planter dead for foul in horse race. Dec. 7, 1868, robbed Gallatin, Mo., bank and killed cashier. June 3, 1871, plundered bank at Corydon, La. Secured \$40,000. Soon after robbed Columbia, Ky., bank of \$200 and killed cashier. Also robbed Kansas City Fair association of \$10,000 in presence of 1,000 people. May 1, 1873, looted St. Genevieve, Mo., bank of \$4,100. July, 1873, wrecked Rock Island train in Iowa, killed engineer and secured \$6,000. Robberies of trains in Wayne county, Mo., Plucie, Ind., and elsewhere followed. Also bank at Huntington, Va. Sept. 7, 1876, final raid on Northfield, Minn., bank. Cashier Haywood killed. Sept. 11, 1876, desperadoes surrounded near Shieldsville, Minn., but escaped. Sept. 13, 1876, three Younger brothers finally taken. James boys escaped. Nov., 1876, tried, pleaded guilty and sentenced to prison for life. Nov. 21, 1876, taken to Stillwater. Sept. 16, 1889, Bob Younger died. July 10, 1901—Cole and Jim Younger paroled by State Board of Pardons.

The Survivors of the Desperate Band that Raided Northfield Will Leave Prison As Changed Men.

They Are to Be Released on Parole as Soon as Employment Is Found for Them.

Loyal Friends Have Worked for Years to Secure the Concession Now Granted by the Pardoning Board.

Cole and Jim Younger, sentenced to life imprisonment at the Minnesota state prison, will be restored to the world.

Twenty-five years ago, wounded and desperate, they were hunted across southern Minnesota by justly enraged citizens, brought to bay, captured and tried for murder done during the reckless raid on the Northfield bank on Sept. 7, 1876. They were taken from the world of crime, already abandoned outlaws, whose criminal records covered fourteen bloody, abandoned years, during which their band had robbed banks of \$165,000 and killed numerous innocent persons. With small hope of release, as the years have monotonously passed over them, the brothers have come to realize the futility of their old life. They were leaders in the old days because they were thinkers. And because they are thinkers they have experienced a change that has long since been apparent.

In releasing them on parole the Minnesota board of pardons believes that it is restoring Cole and Jim Younger to a world of usefulness whose opportunities they will appreciate and improve.

Already sympathetic hands are extended to help them to begin life anew in the world now so new to them.

It has been a long fight. Loyal friends have worked for years to secure the "boys" release. Neither effort nor money has been spared. Much help has come out of Minnesota—the state which suffered the infamous offense against her peace and dignity.

Verily Cole and Jim Younger, the outlaws, have no longer reason to feel that every man's hand is against them. Still "boys" in their experience of the world, though middle aged men as the years go, they come from prison to face life anew and to justify the confidence which this much reviled world has displayed in releasing them.

PAROLE ANNOUNCED AT NOON. After a protracted consideration of the latest petition for their freedom, the state board of pardons at noon to-day decided to give the Youngers their liberty on the parole plan.

This means that they will be free to come and go within the borders of the state of Minnesota at the moment suitable employment is provided for them. Governor Van Sant said this afternoon that he would immediately summon Warden Woifer, of the state prison, to the capitol, and make arrangements for the prisoners to leave the penitentiary the moment the preliminaries had been complied with. Said the governor:

In taking this action the board was governed solely by the fact that the state legislature had taken the initiative in this matter along what we believe to be constitutional lines. We reached this conclusion only after mature deliberation and we believe that the ends of justice have been fully served.

As soon as Warden Woifer can make arrangements for the satisfactory employment of the Younger brothers they will be allowed to mix among their fellow citizens as wards of the state. Governor Van Sant was non-committal as to whether either of the two offers of employment already made would be accepted. He intimated that it would rest largely with the warden to settle that point.

POSITIONS ARE OFFERED. S. H. Sleeper, city manager of the Minneapolis Threshing Machine company, which has a large factory at Hopkins, a suburb of Minneapolis, telephoned the governor yesterday that his firm stood ready to furnish permanent employment for the Youngers immediately.

It was announced in St. Paul this afternoon that the Schurmeier Wagon Company had also offered to put both the brothers at work the moment they were released.

Judging from the expressions heard about the capitol and in St. Paul this afternoon, as soon as the information was out that the Youngers were about to be paroled, the decision of the board is a popular one. Had the news been received in old Missouri, where such strenuous efforts have been made to effect the freedom of the Youngers ever since their incarceration in 1876, there could scarcely have been more favorable comment.

One of the first men to greet Governor Van Sant after he left, when the board of pardons made known its decision, was George M. Bennett, who has been the unflinching champion of the Youngers ever since the movement for their release took tangible shape in Minnesota. He was the author of the original Wilson bill for their release, which was later modified into the Deming bill, under which they are about to secure their conditional freedom.

Mr. Bennett was on hand early this morning, and was the only working friend of the convicts present when the decision was announced. "Thank you, governor; thank you," he exclaimed, gripping the executive hand. "Don't thank me," was the reply; "thank the legislature."

THE RELATIVES ARE NOTIFIED. There was joy in at least one household in Dallas, Texas, this afternoon. George M. Bennett, the Minneapolis attorney to whom thanks are in a great measure due for the parole of the Youngers, this afternoon sent the following telegram to Mrs. A. B. Rawlins, the sister, tried and true, of the men who are about to gaze on green fields for the first time in twenty-five years: Parole granted; papers signed; failure is now impossible. Mrs. Rawlins has visited Stillwater many times since she and her brothers were imprisoned, and has worked hard for their release. Other relatives to whom Mr. Bennett sent the glad tidings this afternoon are



Cuba—Don't worry, old fellow. When we get our government well established we'll annex you.

The Journal's Excursion on Friday is Attractive, Charming, Fascinating, Picturesque, Unique. Don't Miss It. See Ad, Page 8.