THE YOUNGERS PAROLED

Continued From Second Page.

father was not killed for months afterward. His mothers' home was not burned for nearly a year afterward. I know whereof I speak, because it was burned by my order. Upon the death of Captain William A. Long at the battle of Lone Jack, Aug. 6, 1862, I had been promoted to captain of the company. January, 1863, found me on detached service at Pleasant Hill, Mo. A Captain Pinger of Colonel Penrock's regiment was also there. In our scouting we found that the Younger boys were prowling around there. I wanted to get them. The June previous Cole Younger and his gang had bushwhacked an escort of my company, at the Blue Cut, a few miles south of Independence, and had killed Private James Farmer, and wounded six others.

The Mother a Confederate.

Mrs. Younger lived about four miles from Pleasant Hill, and she informed me that Cole had been there that day, and that she should feed him or harbor him at any other time he might come. A few days afterward I found that another of her boys had been there, and that she had fitted him out with clean socks and underclothing. She talked as though she was running the whole confederacy, and said she should give aid and comfort to the boys in the brush at any and at all times. Reporting this to Captain Pinger, who outranked me, he instructed me to send out a detail to burn the house, the burning coming strictly under general orders issued by General Rainsford.

I sent Sergeant Mark A. Shelton to burn the house of Mrs. Younger, but she begged Shelton to let her remain over night, and said she would leave next morning, and set fire to the house herself. Next morning I sent Shelton out early, and as he approached the house it was burning and a covered wagon was seen crossing Big creek, drawn by a yoke of oxen. It was Mrs. Younger and her household goods. There was no terrific snowstorm that day.

Sergeant Mark A. Shelton now lives at Adrian, Mo.

Coleman Younger became a bandit and an outlaw as a matter of choice and not as a matter of necessity, or revenge for the killing of his father, or for burning his mother's house. He was an outlaw long before either of these events took place; but it is natural that these events should have made him a worse man than he otherwise would have been.

Within thirty days of the killing of Colonel Harry Younger, one of the five participants told me the cause, reasons and the details of it. In my judgment the reasons assigned were not sufficient to warrant his killing. But the reason was not plunder. Three of the men were Missourians and two were Kansas men. The men from each state had separate reasons, but all had a common cause for the killing. Nothing was taken from the body of Colonel Younger but a gold pin. That pin was given by the leader of the gang to a young lady who is now no more, but the pin is within 100 miles of Austin, Cass county, Mo.

The men who did the killing were not federal soldiers, though some of them had been, but had been mustered out. All of them but one are dead. He is a Missourian and lives in a nearby Kansas town, or did so some two years ago.

One of them was arrested for the offense and was in the guardhouse at Independence for some time, but was released or discharged. I am now nearing the age of three score years and ten, the allotted time of man. I have no resentment in my heart against any man upon earth. Knowing as I do the bad feelings, the bad blood engendered by a civil war, where no law but that of might prevails, I am not surprised that Younger boys did not lay down their arms when the rebellion was over. Had they gone to their home at Harrisonville, they would have been killed. They had no home to go to. They had made themselves outlaws, and they continued as such until captured. But believing the majesty of the law has been vindicated by thirty years' imprisonment, I trust and believe that they will soon gain their liberty.

CAPTURE AND TRIAL NOTES

Youngers Were First Locked Up at Faribault. The Trial.

The time during which hundreds of posses of men were pursuing the Youngers and their comrades was the most thrilling in the history of the city of Northfield and surrounding towns, especially Faribault, the county seat, where the prisoners were confined when captured and where their trial took place a few months afterward. It must be remembered that the reputation of the James and Younger brothers at that time was at its zenith and practically every piece of deviltry committed was attributed to one or the other of these gangs.

If a train was held up, the detectives immediately concluded that the James boys were responsible. If a bank was robbed, the wise people shook their heads and declared that the Younger brothers had a hand in the deal. The mere mention of their names sent a thrill down the spinal column of the average small-boy reader of dime novels and older people as well were affected when it was finally accepted as a fact that the Youngers headed the raid upon the Northfield bank.

The Countryside Terrorized.

There were many daring incidents which were worthy of chronicling, but there were many other instances which were amusing principally by reason of the bluff and bluster of men who wished it to appear that the dearest desire of their hearts was to get within rifle shot of the famous outlaws. To listen to the conversation of many of these men who joined in the posses sent in pursuit, it would have been excusable to suppose that the Youngers were really in danger from them. Wagon load after wagon load of brawny men, some brave, but others not so brave, would fit out in the town and strike out on the trail, each man carrying a bright, glistening rifle, and nearly all of them well supplied with revolvers and ammunition.

Patrols were placed upon the streets and at the various entrances to the towns and at 9 o'clock each evening the town clock would ring curfew, a warning which was not needed by the boys of the vicinity, for the majority of them were afraid to venture out after dark. A pistol shot from some careless individual would set a community in a tremor of fear and the rumor that the Youngers were in the town would travel with the speed of lightning and frighten the wits out of women and children.

It was told at this time that many of the bold pursuers came home with tarnished records. Some who had seemed to ache with the desire to meet the outlaws had been granted their wish, but when the chance to distinguish themselves finally did arrive they were not equal to the emergency. One posse containing twelve men, after an arduous chase, came close to a farmhouse where it was noticed several horses ready saddled and bridled, were standing.

It was thought that the horses were those ridden by the Younger crowd and a single scout was sent ahead to investigate. When the man rejoined his companions he confirmed the correctness of the supposition, but instead of making a dash and capturing the prize at the moment when they were at a disadvantage, the twelve men concluded that it would be wrong to endanger the farmer and his family and they took to their heels and thereafter had the grace to remain at home while the search was going on.

The Trial at Faribault.

The imprisonment and trial of the gang took place, as before stated, in the city of Faribault, then, as now, the county seat of Rice county, in which Northfield is located. The bandits were placed in jail there and for a time the little burg thrived upon the importance which it had so unexpectedly acquired. People came hundreds and thousands of miles to gaze upon the notorious prisoners and the leading newspapers of the nation had correspondents on the spot to report happenings.

From the very beginning there was a fear in the minds of the local officials that the James brothers' gang would make a serious attempt to rescue the prisoners, with whom they were on terms almost brotherly and the authorities took the utmost pains to prevent a jail delivery.

First of all the jail itself, which was not a weak one, was strengthened with additional bolts and bars. Next a high board fence was built completely round the jail and sharpened spikes along the top of the fence were calculated to make it difficult for any one to get out by going over the fence. Guards were then hired and several kept on duty at all hours of the day and night, both inside and out this inclosure.

In addition to all this the men of the city formed themselves into a voluntary association and styled themselves "Minute Men." In all there were 200 of them, and upon a signal at any hour of the day or night they were supposed to be in readiness to respond and repel any attack upon the jail.

Fortunately, however, there was no need for their services. While the James gang would have liked to rescue their old-time comrades, the difficulties in the way were so insurmountable that no attempt was ever made, though the community would have a rumor each day that an attack might be expected within a few hours.

Flowers for the Prisoners.

In the jail the bandits were well treated. As is usual in such cases, the women of the neighborhood were the first to discover heroic qualities in the raiders and the jail was full of feminine admirers whenever the rules would permit them to visit. Bob Younger, the handsomest of the captives, and the youngest, as well, was the principal object of feminine worship.

Bob was a handsome fellow and was not at all averse to the adulation which was so freely poured out at his shrine. Cole was also more or less popular, but Jim was less so than either of the others, probably because one of the shots had taken him in the jaw and made it impossible for him to play the agreeable.

Sundays in the jail were festival days. Long lines of visitors were allowed to come and go from early morning till night, and before the day was over the jail would be literally filled with beautiful flowers brought there by silly girls and sentimental women.

Taken to Court in Chains.

The courthouse was just across the street from the jail, but Judge Lord, who tried the case, ordered that there be no chances taken and that caution be used to prevent the escape of the prisoners. Accordingly when the men left the jail to go to the courthouse, they were first chained one to another, each man handcuffed separately and heavy weights were attached to the chains around their legs.

The sheriffs formed a hollow square and the procession moved across the street. The deputies remained in the court room all the time and when the day's hearing was over, the same precautions were taken in conducting the prisoners back to the jail.

The feeling at Faribault among the male members of the population was very bitter against the Youngers at the time, and it is only truth to say that perhaps the greatest value of the precautions taken was that they prevented a lynching by the enraged populace.

When the prisoners took advantage of the law which made it impossible to hang them if they pleaded guilty, and it was found that they were not to stretch hemp after all, the expressions heard about the town and in the countryside were not at all favorable and many predictions were made that the authorities would never be able to land them safely in Stillwater.

LITTLE HOPE FOR CHURCHILL

Injured Soldier Boy at Camp Is Very Low.

Special to The Journal.

Camp Lakeview, Lake City, Minn., July 10.—Corporal George H. Churchill of Austin, who had his arm cut off by a freight train yesterday afternoon, is very low and will probably die. Everything possible is being done for him, but the injuries to the skull and brain are difficult to combat and make his chance of recovery only aboun one in ten.

Wages Raised.

Youngstown, Ohio, July 10.—At the bimonthly wage conference held to-day between representatives of the Amalgamated association and Secretary Nutt of the labor bureau of the Republic Iron and Steel company, the wages for puddlers was advanced from \$4.87½ to \$5.25 per ton. The increase affects about 40,000 employes.

Cumulus or thunder clouds rarely rise over two miles. Seven miles is the outside height for any cloud.

LAST DAY OF C. E.

Closing Hours of Convention Packed With Activity.

WIDE LATITUDE OF ADDRESSES

Many of the Leading Members Tell of Work Done and Opportunities to Be Improved.

Cincinnati, July 10.—To-day being the last day of the International Christian Endeavor convention events have been crowded in upon each other, making it really the busiest day of the session, which lasted five days. There was not an hour from sunrise until the time for the farewell meetings to-night that was not marked for meetings and services. The music hall auditoriums were the centers of most of the activity. The action of the local committee in dispensing with Auditorium Ohio and consolidating the meetings scheduled to occur there to-day with the two meetings in Auditoriums Endeavor and Williston, caused a revising of the entire program as far as speakers were concerned.

The usual quiet hour meetings at the Second Presbyterian and Ninth Street Baptist churches ushered in the day's program. The Endeavorers then adjourned to the big auditoriums, where the first two big meetings of the day were conducted. They were devoted to a discussion of the "Twentieth Anniversary Session." Secretary John Willis Baer of Boston presided in Endeavor hall, and Bishop B. W. Arnett of Wilberforce, Ohio, in Williston hall. Six ministers were given five minutes each on "Twenty Years of Christian Endeavor." Rev. A. B. Curry of Birmingham, Ala., spoke on "The Element of Obligation," in the discussion of what made Christian Endeavor a success and why?

Wide Range of Subjects.

Rev. John Shape, of Wilmington, Del., spoke on "The Power of Testimony"; Tracy McGregor, of Detroit, "The Joy of Service"; Rev. Henry T. McEwen of Amsterdam, N. Y., "The Spirit of Consecration," and General Secretary Baer "The World's Christian Endeavor Union." "What Has Been Gained in Twenty Years of Christian Endeavor" was treated by Rev. George B. Stewart, of Auburn, N. Y., and Rev. J. G. Butler of Washington, D. C. The new field secretary, Clarence E. Eberman of Lancaster, Pa., and Rev. W. S. Ament of Peking, China, spoke of Christian Endeavor fellowship. Rev. Harland E. Freeman of Sheridanville, Pa., followed in an address on the subject of "Our Interdenominational Fellowship." He said:

Other evangelical agencies have done much in arousing Christian fellowship, but the Endeavor movement has had this as one of its distinctive features and has attained to a splendid success. Christian Endeavor has made it fashionable among the churches to keep an open front and let the world know that while there is a difference of tastes and methods, there is a common purpose. Twenty years of this influence has made quarreling among the churches unpopular. It has been discovered that a far deeper interest in one's own church and a more willing service is secured by agreement in essentials rather than a disagreement on non-essentials. This has been a schooling in Christian courtesy, so that we have learned how to treat each other, and delight in putting Endeavor etiquette into practice. Not only has a fraternal feeling been diffused around the globe, but also an aggressive spirit of world enterprise has been aroused, and is the signal service of interdenominational fraternity.

The farewell meetings to be held this evening will be the greatest of the day. Rev. J. Campbell Morgan of Baltimore and Rev. Floyd W. Tompkins of Philadelphia are the only two speakers who will be heard. The Endeavorers will assemble in groups from each of their states and as the roll is called will reply with short addresses on the purposes they have in view for the extension of Christian Endeavor during the coming year.

CLARK HONORED

Testimonials of Appreciation of the Work of the President.

Cincinnati, July 10.—The members of the boards of trustees and other officers of the United Society gave a banquet to President Clark at the Grand Hotel yesterday. He was presented with a beautiful silver loving cup in commemoration of the twentieth anniversary of the Christian Endeavor society. In the afternoon Dr. Clark attended the congregational rally at the Walnut Hills Congregational church, where Samuel B. Capen of Boston presented him an immense memorial, signed by over 200 of the leading educators, editors, clergy and business in the United States as an expression of thankfulness and appreciation for the work that Dr. Clark has done.

The annual junior rally was held in Auditorium Endeavor yesterday afternoon. Secretary John Willis Baer addressed the meeting and there were numerous exercises by the Endeavorers of the local churches and the children of the several orphan asylums. The evening was devoted to receptions and rallies at the various state headquarters.

To-day is the closing day of the convention. The German Endeavorers adjourned their convention last night. Dr. Munz of Cincinnati, P. Herman Hortsch of Cincinnati and P. H. Katterjohn of St. Paul made addresses.

IT MAY BE REORGANIZED

PLAN TO REHABILITATE A. M. I.

Larger Stockholders Think the Properties Are Not Valueless —Prompt Action Necessary.

There is a movement on foot among many of the larger shareholders of the American Mining and Investment company to reorganize the concern. These stockholders believe that some of the properties on which the A. M. I. has options have value and that the failure to make a showing has not been so much the fault of the properties as the management. It is proposed to raise a fund of \$50,000 to finance the concern and give it a new start in the development of the properties. Speedy action will be necessary in order to perfect title on the properties and some money will have to be raised and applied at once. It is understood that Receiver Hall will finish the work of taking testimony within a short time.

There are present about 1,000 miles of sea dykes in the Netherlands.

SAW THE HOLD-UP

Wm. Grimshaw, Jr., Writes of the Great Northern Robbery.

THE BANDITS WERE DETERMINED

They Joked Train Hands During the Robbery, but Would Stand No Foolishness.

United States Marshal Grimshaw has consented to the printing of an interesting letter from his son, who is now in Seattle spending his vacation. Young Mr. Grimshaw was aboard the train that was held up on the Great Northern line Thursday. He writes:

In regard to the hold-up: The papers out here are filled with it, but they seem to have it wrong in a great many instances. We left Malta, Mont., at 1:30 p. m., and were six hours late. There was on the train Sheriff Leather Griffith of the local county, one of the best men in Montana; plenty of sand, a good shot and an experienced frontiersman. At Malta a man climbed up on the blind baggage. The conductor tried to put him off, but the fellow advanced the argument of a six-shoter and the conductor immediately retreated, not caring to argue the question. He went back after the train started to where Sheriff Griffith was and asked him to make the arrest for him. Now, Exeter is not a stop for the flyer and has no telegraph office, so when the engineer blew the one long whistle for a station signal the conductor pulled the signal whistle cord three times for a stop. The engineer answered with two short blasts on the steam whistle, but no stop was made. The conductor was surprised at this and said he would pull the air-brake lever and make the engineer stop at Wagner. But it seems the engineer had a man with two Colts on his hands who was ordering things about the way they should go, and we did not reach Wagner. They stopped at a bridge between Exeter and Wagner.

An Ideal Hold-up Spot.

The first thing we knew of the hold-up was when we stopped suddenly. The place was an ideal one for the purpose. There was a hill on the north: on the south the Milk river, and a hill just beyond that. The engine stopped with its nose on the trestle. The ground around the baggage and express cars was perfectly level. All the windows were open, as the day was rather warm and not much dust on account of the recent rain.

Of course, as the train stopped every one put their heads out to see what town we were in. I was sitting on the south side reading. Across the aisle was a lady from Red Wing, and just ahead of her were four young people of a party from Tomah, Wis., who were playing cards. Next to the window was a girl about 19. Immediately there was a crack of a rifle and a ball came down the north side, and then another one came down my side and I heard the purr of it as it went past. I had seen no station and was on in a second.

The girl said: "What is the matter?" I yelled: "Pull in your head; it's a hold-up!" She ducked just in time as another ball came down and plowed a gash across the fleshy part of her shoulder. The same ball punctured the cinder board in the window where the Red Wing lady sat and glanced from the side of the car. She didn't appear to like it any more than I did and came across the aisle to know what to do. I decided that it was foolish to investigate, so I told her and the kid to sit down in the aisle and keep their heads below the windows. As soon as they were down every one else in the car followed suit. There were only four men in the car and I guess a dozen ladies. Two of the men were helping the lady who was hurt.

An Awful Bombardment.

About this time there was an awful bombardment. While you know that there was but three men with Winchesters, yet it seemed as if there were three hundred, and each with a 13-inch gun. I then got rid of my money and my ticket, pushing them down in my underclothes, pushed my watch inside of a pillow and kept \$5 and some silver, because it would not do to appear flat broke that far from home. I made the ladies put their diamonds in their shoes. My suit case was under the seat and my revolver inside of it. I let it alone for the very simple reason that I did not want it taken from me.

All this time a brisk shooting was kept up on each side of the train, and the balls came past the windows with a mighty unpleasant sound. We all knew that any one who showed their head would be shot. About this time I saw a man on a white horse showing up on the hill on the north side of the train. He was a quarter of a mile off. They immediately let go four shots at him and struck his horse twice, but he managed to reach Wagner and give the alarm. Then in came a gang from the coaches, and they said a man with two Colt revolvers came in and coolly said: "Ladies and gentlemen, you had better take the next car, as we are going to blow up the express with dynamite and we might injure this car." Well, the way they tumbled over themselves in getting into our car was amusing. Then came three heavy reports at intervals, and after that we saw three men riding away to the south on horses, headed for the Bad Lands.

The Whole Train "Covered."

Two of the men stood under the bridge where the engine had stopped, one on each side, armed with thirty-caliber Winchesters. They were dead shots and each man controlled one side of the car. They usually shot twice; the first shot was in warning, and the second was in earnest. If a fellow was too slow getting in, they were there to shoot him. They used steel-jacketed balls of the latest army pattern. I picked up several of the shells. One ball hit a half-inch iron rail on the diner and cut it as clean as a revolver ball would cut a pine stick. It was not twisted or battered, but a good clean cut-off.

The rear-end brakeman got off to go back to flag the next train. He had hardly struck the ground when he was hit by one of the balls fired from the other end of the train. This will show you what dead shots they were. The ball entered his arm between the elbow and shoulder. It made a round hole where it entered, but splintered the bone and came out making a terrific tear on the back side of the arm. The auditor of the Montana division was on board, and he received a flesh wound in the arm. These balls were lead-backed and filled, and as they struck they exploded and made an awful tear.

Discretion and Valor.

I know that you and every one else who hears of this will say, "Why couldn't some one," etc., or "I will bet if I ever get in a fix like that I will," etc. And I used to think the same thing, but I got over it suddenly. You just want to consider the circumstances. Now I might have jumped off that car and flourished a revolver and got a ball through my lungs, but what good could I accomplish by that kind of a performance? I had made up my mind that in an emergency like that the man who maintains masterly inactivity displays good sense. Why, you couldn't put your head out of the window without getting shot, so what was the use of getting off the train? We had nothing but popguns with short range, and they were armed to the teeth with Winchesters of a long range. They could shoot down a dozen men before we could get near enough to reach them. And there was not a single rifle on the train. A revolver is no good in a mix-up unless your opponent is close enough to reach. I was surprised at the number of revolvers on board the train. There were plenty of cattlemen and all armed. Nearly every one had a revolver, from a 45-caliber blue steel Colts down to a 22-caliber silver-plated, pearl-handled popgun in the hands of a sandy little woman who was sick, but who got promptly better and has been well ever since.

Why Passengers Weren't Robbed.

There were several reasons why the robbers did not go through the coaches. First, we were six hours late and they had waited since early in the morning, so they needed all the time that was left to ride in before it got dark. Second, the express safe was hard to blow up; it took three charges, and in that time the passengers had hidden their money and had their guns ready for business. Third, a man saw them and got away, and they could not wait long, as they knew he would give the alarm in the next town. Fourth, the train was wide vestibuled throughout. These are very hard to open from the outside. It would be dangerous for three men to try to break them in and rob a train filled with people. Fifth, they knew the class of people they had to deal with, mostly western men, and there were not enough of them to rob the passengers.

I want to say right here that the train crew behaved excellently. The engineer was a brave man, and immediately went along with the posse in order to identfy the robbers. The conductor was alarmed for the safety of the passengers, and shouted to all the men to draw their guns and get ready should they come in the coaches. Our porter did not show up, but was afterward found in the pantry of the diner.

The men were not blacked or masked as the papers stated. They were utterly indifferent as to their exposure and their laguage. They actually joked a little while robbing the train, and made some of the crew help them blow up the safe. The foreman of the party told them to shoot to kill and to submit to no foolishness. The express car and contents were wrecked beyond recognition. Ten panes of glass were broken in the next car. Every window that was closed was blown in. The safe was a mass of broken iron and asbestos backing, and the sides, tops and ends of the car were blown to toothpicks. The trucks were not injured, so that we could move on. I got in and found that our baggage was all right.

The sheriff on board tried one shot at the robbers from the window, but the range was too great and the shot was left-handed. They immediately poured lead into that window so fast that it was a wonder several people were not killed. The sheriff got off at the next station, arranged a posse and went after the robbers. I hope they will get thirty years apiece.

Kind regrets to all inquiring friends.

PATTEN INDORSES PARKER

He Seconds His Condemnation of the "Musical Drivel" So Often Used in Sunday Schools.

Professor Willard Patten of this city indorses the remarks of Dr. Francis Wayland Parker of the Chicago institute who

The sick benefit branch of the Scandinavian Good Templars here is considering ious Education at Detroit, ridiculed the idea of sensible young persons at Sunday schools singing "I Want to Be an Angel" and songs of like sentiment. Professor Patten says:

Perhaps you are not old enough to remember when such stuff commenced to be written. It was right after the civil war, when people were so susceptible to emotional influences that the Moody and Sankey songs came in and with them a flood of drivel in which the words are as abominable as the music. It was a money-making scheme by those who thought they could write songs which would sell and be sung. Children with inmature minds, who would sing anything, were taught these songs and made to sing this musical drivel.

In about the same proportion the revival side of religious work began, neither having any permanency. And then there were a great many sensational topics discussed. The silly singing was only a part of it. I remember of a superintendent's giving out a song and stating when he read the words: "Although we do not believe this and do not stand for the doctrine conveyed in the words, we will sing it."

NOT FULLY CREDITED

Story That Sheriff Griffith Has the Train Robbers Cornered.

Special to The Journal.

Helena, Mont., July 10.—Sheriff Griffith of Valley county claims to have the train robbers cornered between the Little Rockies and Missouri river and with more men can capture or exterminate them. He has sen for more men and fresh horses.

The sheriff is experiencing difficulty in getting good men to assist him, as a large element in Valley county is not appearing to take much interest in the arrest of the robbers. An offer of \$1,000 reward by the state is expected to add an incentive to capture them.

Report of the robbers being surrounded are not entirely credited, as other advices say it is known definitely they crossed the river Monday and are going south.

VERY LUSTY CHILD

Is the New Northwestern Retail Lumbermen's Association.

ITS FIRST ANNUAL MEETING

It Is Held in the Masonic Temple—Some of the Problems That Are Up.

According to the report of Secretary W. G. Hollis the Northwestern Retail Lumbermen's association has grown from 30 to 397 members since its organization last January, and has an additional 100 members pledged. The first annual meeting of the association opened this morning in Masonic Temple, with an attendance of fifty. President Albert W. Hollister of Manchester, Iowa, was in the chair.

The reports of the secretary and treasurer dealt principally with the items of membership and finance. The association is flourishing. Its finances are in a good condition.

The Constitution Up.

The constitution and by-laws prepared at a meeting of the committee some months ago is up for consideration. The declaration of principles demands that the retailer shall not be subjected to competition with the parties from whom he buys, and states that the association seeks to promote a spirit of harmony in the trade.

There were several wholesalers present at the morning meeting and some of them took part in the discussion. The members of the association object to the wholesaler's selling direct to consumers, as is now the practice in dealing with small manufacturing plants, like creameries, mills, etc. Theodore Roosevelt of Ackley, Iowa, said that the fact that whalesalers sold direct to the creameries was demoralizing the trade in many sections of this territory.

A. W. Morris, membership solicitor for the association, made a short address. He has been soliciting members for the coal association incidently. He said the coal men were dissatisfied with the condition of affairs, but that the abuses could be stopped by effective work on the part of the association which carried with it the co-operation of the wholesalers.

The meeting closes to-night. The coal men will be entertained this evening by the Northwestern Fuel company, whose representatives will take the whole convention to Lake Harriet to hear the Banda Rossa.

All the rage with pretty girls, handsome dames and society ladies; Satin-Skin Cream and Powder are your best friends. 25c. Glass Block, Olson's, Voegeli's.

GOING FAST

AT HALF PRICE

Tan Shoes and Oxfords

Knoblauch's Arcade

239 Nicollet Av. and 23 and 25 So. Washington Av.

Ladies' Tan Oxfords, Hand Turned Soles, were \$2; half price \$1.00

Ladies' \$1.50 Tan Oxfords. Half price... 75c

Ladies' \$3.00 Tan Vici and Russia Calf Oxfords. Half price \$1.50

Ladies' \$5.00 Tan Vici and Russia Calf Lace. Laird, Schober & Co. and Harry Gray's. This sale, half price...... \$2.50

Ladies' Tan Hand Turned Lace, were \$4. Half price...... \$2.00

Ladies' Tan Shoes in Lace and Button, worth \$3.50. Half price \$1.75

Men's \$5.00 Tan Russia Calf and Vici Lace. Half price..... \$2.50

Men's \$4 Tan Russia Calf and Tan Vici, Goodyear welt Shoes. Half price..... \$2

Men's \$3.50 Tan Shoes. Half price \$1.75

Men's \$3.00 Tan Shoes. Half price \$1.50

Men's Gray Canvas Lace, were \$1.50. Sale price.......... \$1.29

Men's Tan Oxfords, Russia and Vici Kid; were \$3 and \$3.50; ½ price \$1.75

Men's \$5 J. & M. Tan Russia Calf Lace and Oxfords. Sale pr.. \$3.65

Half Price Sale on Children's Tan Shoes and Oxfords

Misses' tan lace and button, were \$1.50, half price.............. 75c

Misses' tan and patent leather Slippers, worth \$1.25, broken sizes, half price 50c

Children's tan and patent leather Slippers, worth \$1.00 and \$1.25, half price.............. 50c

Infants' tan button, worth 60c, half price.. 30c

Youths' Tan and Black Bicycle Shoes, worth \$1.25. Sale price.......... 79c

Boys' Tan Lace, worth \$1.75. Sale price....... \$1

Boys' Tan Russia and Vici Lace, worth \$2 and \$2.50, Price \$1.49

Boys' Bicycle Shoes, tan and black, worth \$1.50 to \$2. Sale price \$1.19

Schlitz

For fifty years Schlitz beer has been brewed at Milwaukee. From this city it goes to the remotest parts of the earth. The sun never sets on Schlitz agencies. Civilized men do not live where Schlitz beer is not standard.

Schlitz beer has made Milwaukee famous. It has given Milwaukee beer the distinction of purity, and purity is everything, but all Milwaukee beer is not Schlitz beer. People now demand a beer that is healthful, and that demand calls for Schlitz.

Schlitz purity is absolute. Every process is cleanly. Every drop of the product is cooled in filtered air. Every barrel is filtered—every bottle is sterilized.

A beer that is aged and pure is healthful. That is Schlitz.

'Phone Main 707, Schlitz, 1209-11 Fourth St., Minneapolis.

THE BEER THAT MADE MILWAUKEE FAMOUS

BARBERS' SUPPLIES AND CUTLERY.

Shears, Razors and Clippers ground.

R. H. HEGENER, 207 NICOLLET AVENUE.

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STEAM DYE HOUSE.

General Dry Cleaners and Dyers.

TELEPHONE 3570-J2.

Steel Wire Nails \$2.57

for a full 100-lb. keg of 60d, 50d, 40d, 30d or 20d; \$2.62 for 16d, 12d, or 10d; \$2.67 for 8d; \$2.77 for 6d; \$2.87 for 4d; \$3.02 for 3d; and \$3.22 for 3d fine. Wire Casing Nails—\$2.72 for 10d; \$2.82 for 8d, and \$2.92 for 6d. Wire Finishing Nails—\$2.82 for 10d; \$2.92 for 8d, and \$3.02 for 6d. Order to-day. Don't delay. Special Building Catalogue Free.

T. M. ROBERTS' SUPPLY HOUSE, Minneapolis, Minn.

BEST FOR THE BOWELS

If you haven't a regular, healthy movement of the bowels every day, you're sick, or will be. Keep your bowels open, and be well. Force, in the shape of violent physic or pill poison, is dangerous. The smoothest, easiest, most perfect way of keeping the bowels clear and clean is to take

CANDY CATHARTIC Cascarets TRADE MARK REGISTERED REGULATE THE LIVER

Pleasant, Palatable, Potent, Taste Good, Do Good, Never Sicken, Weaken, or Gripe. 10c, 25c, 50c. Write for free sample, and booklet on health. Address Sterling Remedy Company, Chicago, Montreal, New York. 328a

KEEP YOUR BLOOD CLEAN

Train Time

"NORTH COAST LIMITED" NORTHERN PACIFIC

	Leave	Arrive
Electric Lighted—Observation Cars to Portland, Ore., via Butte, Missoula, Spokane, Seattle, Tacoma.....	*10:10 am	*1:45 pm
Pacific Express Fargo, Jamestown, Bozeman, Helena, Butte, Spokane, Seattle, Tacoma, Portland...	*11:15 pm	*7:05 am
Fargo and Leech Lake Local St. Cloud, Little Falls, Brainerd, Walker, Bemidji, Fargo..	†9:05 am	†5:10 pm
Dakota & Manitoba Express Fergus Falls, Wahpeton, Moorhead, Fargo, Crookston, Grand Forks, Grafton, Winnipeg...	*8:40 pm	*6:40 am

"DULUTH SHORT LINE"

Leave		Arrive
†8:15 am *2:00 pm *10:30 pm	DULUTH & SUPERIOR	*7:55 am †3:30 pm *7:00 pm

*Daily. †Ex. Sunday.

TICKET OFFICE—19 NICOLLET BLOCK.

MILWAUKEE STATION, Minneapolis. UNION STATION, St. Paul.

THE GREAT NORTHERN

Office, 300 Nic. Phone, main 860. Union Depot.

Leave.	*Daily. †Ex.Sun. ‡Sun. only.	Arrive.
† 9:00am	St. Cloud, Fer. Falls, Fargo	† 5:15pm
† 9:00am	.. Willmar, via St. Cloud ..	† 6:15pm
* 9:50am	Flyer to Mont. and Pac. Co.	* 2:00pm
† 9:43am	Willmar, Su F., Yan., Su City	† 5:02pm
† 5:10pm	Elk River, Milaca, Sandst'ne	† 9:35am
† 6:10pm	..Wayzata and Hutchinson..	† 8:55am
* 9:30pm	..Minn. and Dak. Express..	* 7:00am
* 7:40pm	Fargo, Gd. Forks, Winnipeg	* 7:12am
	EASTERN MINNESOTA.	
† 9:20am	...Duluth, West Superior...	† 6:00pm
*11:50pm	...Duluth, West Superior...	* 6:10am

Sleeper for 11:50 train ready at 9 p. m.

NORTHERN STEAMSHIP CO.'S SAILINGS.

Steamship Miami leaves Duluth Wednesdays and Saturdays; connecting at Mackinac island with steamships North West and North Land for Milwaukee, Chicago, Detroit, Cleveland, Buffalo and Pan-American exposition.

LAKE MINNETONKA TRAINS.

Leave Minneapolis—*2 pm, †5:05 pm, †9:15 am, †6:10 pm, ‡10 am, a9:25 pm, b10:40 pm. Returning, Leave Spring Park—*1:30 pm, *5 pm, †7:25 am, †8:14 am, ‡9:20 am, c9 pm, d10:45 pm. a Except Saturday; b Saturday only, c except Friday and Saturday; d Friday and Saturday only.

Chicago, Milwaukee & St. Paul Ry. THE MILWAUKEE LINE

Office, 328 Nic. Phone 122. Milwaukee Depot.

Leave.	*Daily. †Except Sunday.	Arrive.
* 7:50am	Chicago, La Crosse, Milw'kee	*10:50pm
* 3:00pm	Chicago, La Crosse, Milw'kee	*12:30pm
* 6:25pm	Chicago, La Crosse, Milw'kee	* 3:20pm
*7:30pm	Chicago-Pioneer Limited	*8:20am
* 3:45pm	Chc'go, Faribault, Dubuque	* 9:20am
† 3:00pm	.Red Wing and Rochester.	†12:30pm
† 7:50am	LaCrosse, Dub., Rk. Island	†10:50pm
* 7:50am	Northfield, Faribo, Kan.Cy.	* 6:15pm
† 9:00am	... Ortonville, Milbank ...	† 5:45pm
* 7:35pm	Ortonville, Aberdeen, Fargo	* 6:55am
† 6:50pm	Northfield, Faribo, Austin	†11:05am
† 4:40pm	...Hutchinson, Glencoe....	† 9:45am

Trains for Hotel St. Louis, Minnetonka, leave Milwaukee Station: †6:15 am, *9:30 am, *1:30 pm, †5 pm, *6 pm, *11:45 pm. Returning, leave Hotel St. Louis: †7:20 am, †8:20 am, ‡9:30 am, †1 pm, *4 pm, *6 pm, *10:45 pm.

NORTH-WESTERN LINE C. ST. P. M. & O. RY.

Ticket office, 418 Nicollet Av., Phone, 240 Main

†Ex. Sun. Others daily.	Leave	Arrive
Badger State Express—Chi'go, Milw'kee, Madison	7:50 am	10:45 pm
Chicago—Atlantic Express..	10:40 pm	11:55 am
Chicago—Fast Mail........	6:25 pm	9:00 am
North-Western Limited—Chi'go, Milw'kee, Madison	7:30 pm	8:15 am
Wausau, F.duLac, GreenBay	6:25 pm	9:00 am
Duluth, Superior, Ashland..	†8:10 am	†5:20 pm
Twilight Limited—Duluth, Superior, Ashland	4:00 pm	10:30 pm
SuCity, Omaha, Deadwood..	†7:10 am	8:00 am
Elmore, Algona, DesMoines	†7:10 am	†8:05 pm
St. James, New Ulm, Tracy	9:30 am	8:05 pm
Omaha Express—Su. City, Omaha, Kan. City	9:30 am	8:05 pm
New Ulm, Elmore........	4:20 pm	10:35 am
Fairmont, St. James.......	4:20 pm	10:35 am
Omaha Limited—Su. City, Omaha, Kan. City	8:00 pm	8:00 am

CHICAGO GREAT WESTERN RY.

"The Maple Leaf Route."

City Ticket Office, 5th & Nicollet, Minneapolis. Depot: Washington & 10th Ave. S.

†Ex, Sunday; others daily.	Leave For	Arrive From
Kenyon, Dodge Center, Oelwein, Dubuque, Freeport, Chicago and East..	7:40 am 7:35 pm 10:45 pm	10:35 pm 8:25 am 1:25 pm
Cedar Falls, Waterloo, Marshalltown, Des Moines, St. Joseph, Kansas City.	10:00 am 7:35 pm 10:45 pm	8:00 pm 8:25 am 1:25 pm
Cannon Falls, Red Wing, Northfield, Faribault, Waterville, Mankato.	7:40 am 5:30 pm	†10:35 pm 10:25 am
Mantorville Local	5:30 pm	10:25 am

Minneapolis & St. Louis R. R.

Office Nic. House. Phone 225. St. Louis Depot.

†Ex. Sunday. Others Daily.	Leave.	Arrive.
Watertown & Storm Lake Express	†9:20am	†5:21pm
Omaha, Des Moines, Kansas City, Mason City and Marshalltown	†9:35am	†6:50pm
Estherville Local	5:35pm	9:40am
St. Louis & Chicago Limited	7:35pm	8:05am
Omaha and Des Moines Limited	8:35pm	7:25am

Minneapolis, St. Paul & Sault Ste. Marie

Office, 119 Guaranty Building. Telephone 1341. Depot, 3d and Washington Aves. S.

Leave.	*Daily. †Except Sunday.	Arrive.
* 6:40pm	....Pacific Coast Points....	* 9:10am
* 6:35pm	...Atlantic Coast Points...	* 9:30am
	Depot 5th and Washington Aves N.	
† 9:40am	...... Dakota Express	† 4:20pm
† 8:15am	.... Rhinelander Local	† 5:45pm

Burlington Route. Office, 414 Nicollet Ave. 'Phone 543. Union Depot

Leave for	Terminal Points.	Ar. from
7:30am	Chicago — Except Sunday.	1:20pm
7:30am	St. Louis—Except Sunday.	....
7:20pm	Chic. and St. Louis—Daily.	8:25am

WISCONSIN CENTRAL RAILWAY CO.

Office, 230 Nicollet. Phone 1936. Union Depot.

Leave.	All Trains Daily.	Arrive.
7:25am	..Chicago and Milwaukee..	8:50am
7:05pm	..Chicago and Milwaukee..	5:35pm

STORAGE

Household goods a specialty. Unequaled facilities and lowest rates. Packing by experienced men.

Boyd Transfer & Fuel Co., 46 So. Third St.

Telephone Main 656—both exchanges.

SEALED PROPOSALS FOR THE ERECTING and completing for University of Minnesota, a mechanic art building, a veterinary building and additions to girls' dormitory at the school of agriculture, University of Minnesota, will be received at the office of the president of the university until 11 a. m., July 11, 1901.

Proposals should be in sealed envelopes, accompanied by a certified check for 5 per cent of the amount of bids and addressed to the president of the board of regents, University of Minnesota, Minneapolis, Minn.

The right is reserved to reject any and all bids.

Drawings and specifications may be seen after July 10, 1901, at the office of Charles R. Aldrich, architect, 605-9 Lumber Exchange, Minneapolis, Minn.

(Signed) J. S. PILLSBURY, President of the Board of Regents.

June 22, 1901.