SOCIETY GIRL AS SUIT CASE VICTIM

Missing Daughter of Prominent Boston Family May Be Murder Mystery Victim.

Journal Special Service.

Boston, Oct. 2.—It is stated upon what must be considered unimpeachable authority that the daughter of one of the most prominent families in Boston has been missing for the past two weeks. Who this young woman is is not made known. Neither have her relatives thus far called upon the police to search for her. It is said, however, that private inquiries have been made and that thus far no trace has been found of her.

Since the discovery of the dress suitcases containing the torso of a young woman, between 18 and 24 years old, and since nobody has come to the front thus far to identify this mutilated body, the parents of the missing society girl are fearful that the torso may be that of their daughter.

Neither Chief Watts of the Boston police force nor Captain Shaw, the head of the state police department have been told the name of this missing girl. But in the event that her whereabouts continue to remain a secret much longer, it is said that the police will be called upon to aid in the private search that has thus far proved unsuccessful.

The Girl's Farewell.

The fact that nobody has come to the front up to date and identified the remains in the possession of the state medical examiner makes the police think that the unknown victim left her home, telling her friends that she would be gone for about two weeks, and that they need not expect to hear from her during her absence from her home.

Chief Watts and Captain Shaw are of the opinion that the girl came from some of the towns nearby. They argue that in all such cases women seeking the advice of physicians who are engaged in illegal practice do not go to their own city physicians for such advice, but prefer to go to other cities, where they can be accommodated and treated and where their idntity can be kept secret.

The medical examiner has told the authorities that there are absolutely no marks of identification on the portion of the body found. The police do not hesitate to say that, in the event that the head of the unknown woman should not be recovered, positive indentification would be almost impossible.

Prisoners Released.

William A. Haynes who was arrested early yesterday as a "suspicious person" in connection with the Winthrop mystery, was released today by the authorities after an examination. Samuel A. Wingfield, who was held as a witness, was also discharged from custody. The police decided that the testimony of Wingfield, on the strength of which Haynes was detained, is unreliable and that there is absolutely no evidence to connect Haynes with the mystery.

SHEA AND FERRIS ARE CHOSEN BY McCUMBER

By W. W. Jermane.

Washington, Oct. 2.—Senator McCumber of North Dakota today recommended to the president the appointment of John F. Sheat as United States marshal in North Dakota, to succeed John Haggart, deceased.

State Senator McGilivray having resigned the position of receiver of the land office at Dickinson, N. D., the president, after consulting Senator McCumber, will appoint his old friend and side partner, Sylvane Ferris, to that position, to take effect probably some time next month.

PLATT FIGHTS HARD TO REGAIN HIS CROWN

Journal Special Service.

New York, Oct. 2.—"I am against Governor Higgins for renomination under any and all circumstances," said Senator Thomas C. Platt today.

With this announcement the factional warfare in the republican party of this state was renewed. From now on the senior senator will fight to overthrow former Governor Odell and regain control of the political machine that was wrenched from him a year ago.

Senator Platt had just returned from a long western tour that has done him much good. In health, clearness of mind, keenness of wit and sharpness of sarcasm, the senator has not for many years been in finer form than today.

THREE IOWA CHILDREN POISONED BY CANDY

Special to The Journal.

Davenport, Iowa, Oct. 2.—Three children, two boys and a girl, in the Soldiers Orphans' home, whose names are not given out, were poisoned by candy sent to them by their father. The use of a stomach pump was all that saved them. The candy is being analyzed.

AMERICAN WARSHIP AGROUND NEAR JAPAN

Tokio, Oct. 2.—The American cruiser Cincinnati is aground on Hime island, off the Bungo coast.

Hime is a small island off the Goto group, about eighty miles almost due west of Nagasaki.

The Japanese steamer Taiwan reports at Moji that, when passing Hime island at 1 o'clock this morning, she found the American cruiser Cincinnati aground there.

SAYS DAUGHTER WAS STOLEN.

Special to The Journal.

Cherokee, Iowa, Oct. 2.—Ralph Anderson has filed an information charging Mrs. George Filer with abducting Bessie, his 11-year-old daughter. The two left for Sioux City. The motive is not stated, but it may be for blackmail.

Hood's

Sarsaparilla is unquestionably the greatest blood and liver medicine known. It positively and permanently cures every humor, from Pimples to Scrofula. It is the Best Blood Medicine.

MILLION LOST TO JAPAN BY FIRE

Army Stores at Heroshima Burned—Business Revival Felt at Tokio.

Tokio, Oct. 2.—It is officially announced that the damage done by the fire at the army stores at Hiroshima Oct. 1 amounts to $924,553, including the cost of the buildings, provisions and clothes.

A sharp rise in prices took place again this morning in the local share market with every indication that business activity will gradually overcome the depression caused by the treaty of peace. The new alliance with Great Britain has inspired a feeling of perfect confidence in the future tranquillity of the situation in commercial circles and much activity is expected soon in all lines of business.

New Loan for Japan.

London, Oct. 2.—Koretiyo Takahishi, the financial agent of Japan, expects that the financial program to be submitted at the coming session of the Japanese diet will propose a new loan to liquidate the high-priced bonds now outstanding. The last loan is still intact and will suffice to repatriate the Japanese arms in Manchuria and defray the expenses of their demobilization. Widows and others will be paid in government bonds.

Russ Troops Burn Forts.

Godzaydani, Manchuria, Oct. 2.—Severely cold weather has set in. The roops are demolishing the fortifications, buildings and military bridges to obtain fuel, much of which will be necessary until the regiments can be transferred to winter quarters in the rear. Reviews, dinners, theatricals and athletic sports occupied the officers and soldiers during the past week.

MONTANA CANAL CONTRACTS LET

Step Toward Big Irrigation Project Is Taken and Lands Will Be Opened.

By W. W. JERMANE.

Washington, Oct. 2.—The secretary of the interior has again awarded contracts for the construction of divisions 1, 2 and 3, main canal, Huntley project, Montana, as follows: Division 1, consisting of nearly two miles of canal, Cotton Brothers & Co., Oakland, Cal., at $118,530; division 2, nearly eight miles, W. D. Love, Minneapolis, at $43,245; and division 3, about thirteen miles of main canal and six miles of lateral, to Callahan Brothers, Phelan & Shirley of Omaha, at $53,210.

This project contemplated the reclamation of about 35,000 acres of land along the south side of the Yellowstone river, such lands having been ceded to the government by Crow Indians last year. This act provides that the work shall be constructed and all lands disposed of within five years from its passage. Inasmuch as the necessary diversion work in Yellowstone must be constructed during low water, and as a considerable portion of the first division will be excavated below the low water level of the river, this contract is an important step toward fulfilling the conditions of the agreement within the required period.

According to estimates, the work will cost about $26 per acre, to which must be added $4 per acre for the land, to be paid the Indians. The president is authorized to issue a proclamation giving notice to the public that the lands will be thrown open to entry and such notice will be issued at the proper time. It is hoped the irrigation system will be in condition to furnish water in 1907.

LEECH LAKE TIMBER CONTRACTS AWARDED

By W. W. Jermane.

Washington, Oct. 2.—Contracts for blown-down timber on the Leech Lake reservation have been awarded as follows: Crookston Lumber company, sixteen sections at $7.50 a thousand feet for white pine and $6.50 for Norway; D. N. Winton, one section, $7.55 for white, $5.55 for Norway; Pine Tree Lumber company, ten sections, $6.55 for white, $5.55 for Norway, and two sections at $6.35 and $5.35, respectively; W. A. Gould, one section, $5 for white and $4 for Norway.

Officials of the Indian bureau were much interested in Major Scott's statement about prospective hardship among old people on Leech Lake reservation during the coming winter, owing to the failure of the wild rice crop. Major Scott has made no report on the subject, but the case will be taken up as soon as one is received and needed relief directed.

NORTHWESTERN PATENTS.

Washington, Oct. 2.—(Special.)—The following patents were issued this week to Minnesota and Dakota inventors, as reported by Williamson & Merchant, patent attorneys, 925-933 Guaranty Loan building, Minneapolis, Minn.:

Ingebkret Aasland, Minneapolis, Minn., multiple lathe; Gaylord W. Beebe, Minneapolis, Minn., check protector; William Clifford, Duluth, Minn., anchor; Edward Forkey, Minneapolis, Minn., horseshoe calk; Frank C. Higgins, Fargo, N. D., stamp case; Louis Marchessault, Minneapolis, Minn., boiler; John J. and J. Resner McLaughlin, Scotland, S. D., harrows; Raymond F. Merriam, Minneapolis, Minn., ink eraser; Carl Nelson, Austin, Minn., lifting jack; Andrew Neudecker, Clements, Minn., horsewhipping mechanism; Charles E. Ovenshire, Minneapolis, Minn., infant shirt (two); Wilfried Salmon, Brainerd, Minn., milling machine; Henry F. Spaulding, Canastota, S. D., corn planter; Andrew Winter, Sibley, Minn., mnanure loader.

WAGING WAR ON GLANDERS.

Special to The Journal.

Winnipeg, Man., Oct. 2.—An epidemic of glanders is being combatted thruout Manitoba, and many horses suffering with the disease have been destroyed. The disease has not appeared to any marked extent in this city, but its ravages in the country are serious. The government has taken decided measures to stamp it out. One horse belonging to Lieutenant Governor Mackillan was destroyed here last week at the instance of the officials.

WASHINGTON NOTES

Fourth class postmasters appointed in North Dakota: Martin, McLean county, Joseph A. Quamme, vice Anderw B. Hanson resigned; Merl, Ramsey county, John O. Johnson, vice P. L. Solberg resigned.

Rural delivery routes ordered established Oec. 1: North Dakota—Burlington, Ward county, route 1, length 28¼ miles, population 505. South Dakota—Wessington Springs, Jerauld county, route 1, length 29¾ miles, population 500.

Arthur L. Butler has been appointed rural carrier on route 3, Buffalo Lake, Minn, with Frank R. Butler substitute.

CRASH OF TRAINS IN ST. PAUL YARDS

Continued from First Page.

hastened to their rescue, the fire and police departments being notified. The police ambulance, with Doctors G. M. Moore and G. M. Doran, first reached the scene of the accident, followed by Chief O'Connor with fifty policemen from various stations and all the patrol wagons available for ambulance duty. No. 12 engine company was also soon on the scene with wagons, men and apparatus, in charge of Assistant Chief H. Devlin.

The windows of one of the overturned passenger cars were quickly broken, and the injured taken out thru them. The imprisoned passengers were taken out of the other sleeper thru a great hole which had been knocked in the roof of the car. The seriously injured were hurried to St. Joseph's hospital, where everything had quickly been made ready to receive a large number of unfortunates.

At St. Joseph's hospital, every arrangement had been made to accommodate the injured. Exaggerated reports had been first received of the accident and preparations were therefore made for more than were brought to the institution. All was arranged with orderly haste. It was but a short time after the reception of the injured before their relatives and many who desired to know if loved ones were at the hospital, clamored at the entrances for information. Relatives were allowed to see patients after the injuries were dressed. Pent-up feelings of those in waiting then gave way, and it was hard for thehospital authorities to maintain the quiet and order that was necessary.

News Suppressed in Minneapolis.

It was nearly noon before the group of twenty-five or thirty relatives of passengers on the Soo train who were waiting at the Milwaukee station in Minneapolis to greet the arrivals, learned of the seriousness of the wreck.

The station officials in reply to their anxious inquiries, said the train had been delayed by a minor accident in St. Paul and did not admit the true character of the accident until a survivor of the wreck, who had come from St. Paul on an interurban car, came into the station. It was then nearly 12 o'clock and all that time the two daughters of Mrs. Cross waited in ignorance of the fact that their mother was lying dead in St. Paul. The conduct of the officials at the Milwaukee station in concealing the seriousness of the wreck has been severely criticized.

Care of the Injured.

The sufferers from slight cuts and minor injuries were treated on the ground by surgeons present and went home on streetcars. The Minneapolis passengers who desired, were sent thru to this city on a special interurban car.

The passengers who were in the third sleepingcar and the diner, which had remained above the embankment, quickly left the cars as soon as they became stationary. They were all badly shaken up and several were more or less bruised by being thrown from their seats.

The Soo train, No. 7, was from Sault Ste. Marie, due in St. Paul at 9 a.m., but was twenty-two minutes late. After unloading the St. Paul passengers and baggage, the start was made as usual for Minneapolis, with the locomotive coupled on the rear of the train. Behind it was the dining car, then the three sleepers, then a tourist car, and coaches.

The stock train was made up of thirty-two cars. The Great Western engineer secured his train at the Northern Pacific yards, Mississippi street, and started on his way to South St. Paul. Both trains were thus on the main lines of the Northern Pacific to Minneapolis.

At the end of the Union depot yards, the Soo train came to a stop, 200 feet from the fatal railroad crossing, then started again to climb the grade in front of it. The stock train was coming down the 1.3 per cent grade on an intersecting track. Tho the brakes on the stock train had been tested at Mississippi street and found in good condition, the engineer, Herbert E. Snyder, found almost as soon as the train commenced to coast down the slope that the brakes would no longer do their duty. He accordingly whistled for brakes a long distance before striking the crossing, and ther ewas then nothing for him to do but to wait for the inevitable.

How the Crash Came.

The engine of the passenger and one car had gone over the crossing in safety, when the locomotive of the stock train, with the momentum and weight of the heavy cars behind it, struck the second sleeper, throwing it and the sleeper behind it over the Phalen ditch embankment, hurling both cars over the intervening ten feet from the tracks to the edge of the retaining wall.

The sleeper Dakota, the first struck, went over the bank first. The front of the sleeper landed on the stone walls that line the creek. The car whirled completely over, the trucks landing right end up, while the sleeper lay over on one side. The Algoma, the other sleeper and the property of the Canadian Pacific, made a revolution and a half in falling and landed on its roof. The fact that the heavy frames of the sleepers retained their form probably accounts for the fact that the fatalities and injuries were not more numerous. The terrific force with which the sleepers struck demolished their interiors, smashing all the windows, throwing seats about with great force, and covering the unfortunate passengers with broken glass, splinters and broken timbers.

The engine of the stock train stopped its mad dash by tearing off one end of the fourth car, the sleeper Missianabie. The dining car and other coaches of the passenger were shoved back on their track, practically uninjured.

The Great Western engine escaped with a battered buffer and the tearing off of the platform on the left side. Aside of the smashing of one of the cattle cars and the killing of two cattle, the freight suffered no further damage.

Clearing Up the Wreck.

Wrecking trains were brought from the Northern Pacific and Great Western shops as soon as the injured had been cared for. Each train had the usual great cranes and other apparatus for lifting and handling the smashed and misplaced cars. The Great Western wrecking train was on the ground an hour after the accident; the Northern Pacific outfit arrived at 12:30. The work necessitated the placing of new rails on the outside track, the old rails having been wrenched so as to be useless. By 3 p.m. the stock engine and cars had bene removed from the main track, new ties and rails laid as necessary. By 6 p.m. the two sleeping cars had been lifted out of the Phalen creek ditch, and placed on flat cars to be hauled to the railroad shops.

The switchman's shanty had been hit by one of the sleepers which went over the bank, and was carried down with it. Strange to say, the shanty was little the worse for its experience, and was replaced where it belonged by the wrecking crew and will continue to be used. The work of the wrecking crews was watched by an interested crowd, which early in the afternoon numbered several thousand people, and had to be kept from interfering with the work by a large corps of police.

WRECKING CREW CLEARING UP THE DEBRIS.
The stock train was on this track.

VICTIMS OF THE WRECK

Mrs. Cross Never Regained Consciousness—Others Narrowly Escaped.

Mrs. Clara Norton Cross, the only passenger killed in the accident, was found half buried beneath broken timbers, splinters, debris and glass, with one of the seats, which had been wrenched loose, resting on her body. She was insensible when taken from the car and died shortly after being lifted into an ambulance. She was returning to Minneapolis from a visit with her daughter, Mrs. Shenehon, in Michigan, having been away from home for two months.

Mrs. Cross was the widow of Captain Judson N. Cross. She was born at Novi, Mich., in 1838, and was graduated at Oberlin university in 1861, being married immediately after graduation to Captain Judson Newell Cross, then serving with the union army in the civil war.

During the war Mrs. Cross made her home at Washington, Albany and elsewhere. After the war she removed with her husband to Lyons, Iowa, whence in 1875 they came to Minneapolis. Captain Cross died in August, 1901. Mrs. Cross is survived by one son, Norton M. Cross, an attorney, who resides in Minneapolis, and by three daughters, Mrs. Francis C. Shenehon, Detroit, Mich.; Mrs. Theodore M. Knappen and Miss Clare Cross of Minneapolis.

The funeral will take place from the residence, 2434 Stevens avenue, at 2:30 p.m. Tuesday. The interment will be at Lakewood.

On Train by Chance.

It was simply by chance that J. P. Wilkinson of Minneapolis, who was seriously injured, was on the train. He had boarded it at St. Paul not five minutes before the collision. He did so to meet his sister-in-law and four children, who were returning from a visit in the east. Instead of waiting for them at the Minneapolis station, Mr. Wilkinson decided to come over to St. Paul and join them at the St. Paul depot, which he did. Mr. Wilkinson was the only one of the little party at all seriously injured, tho Master Hal Wilkinson sustained slight scalp wounds, and one of the little girls was bruised.

THE OVERTUR NED SLEEPER
From which the body of Mrs. Cross was taken.

Mrs. Haskell's Narrow Escape.

Mrs. Olga Von W. Haskell of 1710 Third avenue S, Minneapolis, had a narrow escape. With her three children she occupied seats in the fourth car. At the time of the crash she was alone in a stateroom at one end of the car, her children having just left it. She was thrown to the further end of the room, just in time to escape a huge beam which crashed down where she had been. She was found in one corner, covered with splintered wood and debris. Steam from the engine was pouring into the compartment at the time and she was rescued with some difficulty. She was able to go home with her children, little the worse for her experience beyond a few bruises and scratches.

John Smith, a passenger who told a policeman that he was from Illinois, walked to the union depot from the wreck, leaving a trail of blood behind him. A piece of glass had penetrated his shoe into the sole of his right foot. A railroad official took charge of him at the Union depot and sent him to Minneapolis on the special street car.

The Dining Car's Experience.

C. J. Keenan of New York was in the dining car at the time of the accident with his wife and 4-year-old child. They had just left the coach Dakota.

"Several of the passengers were at the tables," he said, "when suddenly the train stopped and we were all thrown from our seats, and the crockery fell on top of us. I was frightened and shocked, not knowing what had happened or was going to happen next. I could not move for a few minutes, but as soon as I could I seized my child and learned that my wife was not badly injured. They were slightly bruised and frightened, but otherwise unhurt. After I got out of the car I did not wait to examine the wreck. I hurried away as quickly as I could with my wife and child."

WHO WAS TO BLAME?

Railroad Officials Place Accident in the Unavoidable Class.

The statement in morning papers that both trains were making for a common switch crossover switch at high speed does not seem to be borne out by the facts. The Soo train could not have had a greater speed than ten miles an hour.

"Our train was going at the rate of eight or ten miles an hour," said General Manager E. Pennington of the Soo line today. "It couldn't possibly have been going faster on the up-grade. The stock train was coming down from another track leading into this, and so ran into the side of our train.

"Our engineer did the best thing he could under the circumstances. He had only a minute to think and couldn't possibly have backed up and got away.

"There is a long grade on the other track down towards the track on which our train was pulling out and the stock train had gotten the best of its engineer, from some cause which we don't know."

Patrick Maloney, switchman at the fatal crossing, says he signaled the Soo train to stop when he heard the stock train whistling for brakes, but believes the Soo engineer did not see him; besides, the Soo train got to the frog first and naturally presumed the stock train would stop according to rules. The Soo train had the right of way.

"As the Chicago Great Western train was coming down the grade the engineer whistled for brakes," said Mr. Maloney. "The freight train was evidently not under control, and I immediately signaled to the passenger train to stop. I was on the fireman's side, but he was evidently shoveling coal, and did not see the warning. Instead of slacking up it seemed to me that the Soo train increased its speed and attempted to clear by rushing to the outside track."

Safety System Considered.

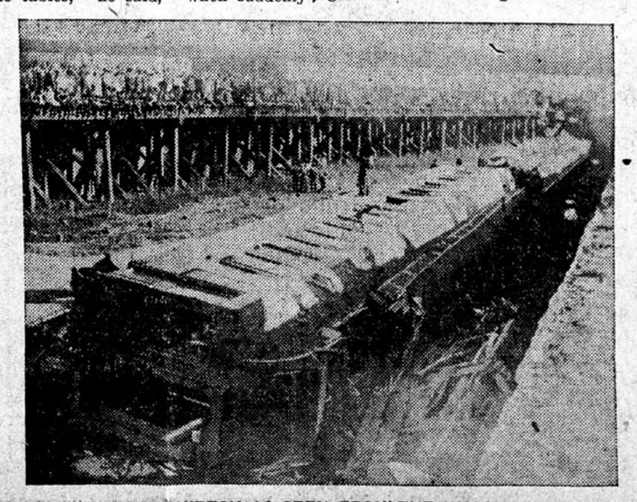
"The St. Paul Union Depot company for three years has been considering the advisability of installing an interlocking plant in its yards," said a prominent railroad official yesterday. "At present the switching of trains is done by hand-signaling. There is not a union depot in any important city in the United States but has mechanical appliances for handling trains, and the time is near at hand when it is believed that St. Paul should have the same equipment.

"The depot company procured the services of a signal engineer to make plans for an interlocking system in the yards, but in view of the vast expenditures in extending the train shed and enlarging the yards the company has not been able to install an interlocking plant.

"If there had been an interlocking plant at that point such a lamentable accident would not have occurred."

EXPERT SWIMMER DROWNS.

Pittsburg, Oct. 2.—William Flatley, an expert swimmer, who had won medals in swimming contests, was found drowned in the Monongahela river in 3½ feet of water yesterday. He was 30 years of age and had been acting as watchman.



THE WRECK AS SEEN FROM THE WALL.
The gully into which the cars toppled is twenty feet from the top of the wall.

ONE-THIRD MORE DIRECT RADIATING SURFACE.

in a Buck's Radiant than you can get in any other Heater of the same size. Note how the cold air is taken in from the floor, creating the proper circulation so necessary to good health and perfect heating. Your room is always thoroly ventilated, your floor is always warm with a Buck's Radiant. ***Sold on Test.***

The Winslow & Ruff FURNITURE & CARPET CO.

The Store That Saves You Money.

29, 31 and 33 SOUTH FIFTH STREET.

J. A. Clow & Co.

WILL MOVE SOON TO 806 NICOLLET AVENUE.

Fine Furniture, Rugs, and Decorative Objects in Pottery, Brass, Copper and Leather.

Watch this page for Announcement.

WISCONSIN NOW LEADS REFORM

BADGERS WOULD THROW STRICT RULES ABOUT ATHLETES.

Dean F. S. Jones Talks of the Saturday Meeting of the Big Nine Conference—Changes in Rules Will Have Little Effect at Minnesota, Where All Rules Are Obeyed.

In the opinion of Dean F. S. Jones, Minnesota's representative on the "Big Nine's" conference, the rules adopted by the conference in Chicago Saturday will have little effect on Minnesota athletics.

The rule adopted barring college athletes from participation in sports as the representatives of athletic clubs was one of the most important measures passed by the conference. In the past, members of the Minnesota track team, including Michael Boeckman, the gopher hurdler, have competed in athletic games as representatives of the Milwaukee Athletic association, but at present no Minnesota athlete is a member of any athletic club that enters amateur meets.

The athletic association will be helped by the rule passed Saturday barring any man two weeks in arrears on his training table board bill, from participation in football. In the past the collection of board bills from men on the training table has been a thorn in the side of the athletic managers of western teams.

At the meeting Saturday, Wisconsin proposed a rule which may figure in western athletics before many years have passed. This was a rule compelling the authorities in every university of the "big nine" to submit, at the request of any other university, a record showing the course of study pursued by any athlete, together with his marks, a record of his attendance at class and other data of like character. Altho the conference did not take action on the matter, there was a general feeling that some rule of this kind might help in cleansing western athletics.

Dean Jones did not have an opportunity to see the Chicago team in practice, but in the opinion of Eugene Carpenter, who saw the game in Chicago Saturday, the windy city team must be considered a strong candidate for championship honors. "I never saw a fitter bunch of players than the Chicago squad," said Mr. Carpenter today. "They are big, heavy and fast, and I never saw such material. The score Saturday was small, but it is easily seen that Coach Stagg has something up his sleeve this year."

ROBBED TO SHOW BANKS ARE 'EASY'

he knew where the National City bank was. The boy said he did not. Leonard said he told him: "Take this check to 52 Wall street and had it to the loan clerk." Leonard meanwhile stood opposite the custom house and saw the boy take the package and come out with the securities.

Leonard said he took the securities to his house at 586 East One Hundred and Thirty-sixth street, and with no delay put them in a wrapper, affixed the necessary stamp, and took them to a mailbox in the neighborhood of West Ninety-second street and mailed them to Dyer Pearl of 34 West Seventy-third street, who is a member of the firm that owned the securities. There were, however, only $300,000 worth of securities in the package, which were received safely the next day by Mr. Pearl.

Part of Booty Missing.

There were $59,000 worth of securities missing and Leonard explained that by saying that to have enclosed them all in a package by mail would have made the package too bulky, and he therefore kept them out and only mailed $300,000 worth.

In this connection it was noted by the police that only about $50,000 worth of the securities was negotiable.

August Stieglitz of the brokerage firm that employed Leonard made the following statement concerning him:

"Henry Leonard, or Harry Leonard, as he was known in our office, has been in our employ three or four years. He is 20 to 23 years old. He has always behaved well and we always regarded him as thoroly honest and trustworthy. I believe it will be found that this thing was not done dishonestly, but rather that the young man wanted to show how easy it was to perform such a trick."

$2.50 Patent Leathers

We want to call your particular attention to our very stylish line of Ladies' $2.50 Patent Leather Bluchers.

We have them in plain or tip toes on two of the most popular lasts worn this fall.

Come and let us show you how handsome and stylish they look on the feet.

Home Trade Shoe Store
219-223 Nicollet

SENATOR'S MOTHER NO PUBLIC CHARGE

Aged Parent of Senator Hansbrough Is Kept in Private Sanatorium.

Special to The Journal.

Devils Lake, N. D., Oct. 2.—Senator Hansbrough, who has been here several days, is not inclined to discuss the report in an Oregon paper that his mother was a public charge in an institution of that state, it being a matter of a domestic nature which does not concern the public except in so far as the senator is a public man.

The senator has been much troubled for months owing to the serious illness of his talented and beautiful wife, who is in a sanatorium near Baltimore, where, the physicians say, she must remain for many months.

His mother, who was overcome several months ago with old age dementia, was recently placed temporarily in the special care of the superintendent of the asylum at Salem, Ore., by the senator's brother, James M. Hansbrough, until a more suitable place can be found. She is now in a sanatorium near Portland, managed by Dr. Coe and R. M. Tuttle, formerly of Mandan, this state.

STRANGER THAN FICTION

A Remedy Which Has Revolutionized the Treatment of Stomach Troubles.

The remedy is not heralded as a wonderful discovery nor yet a secret patent medicine, neither is it claimed to cure anything except dyspepsia, indigestion and stomach troubles with which nine out of ten suffer.

The remedy is in the form of pleasant tasting tablets or lozenges, containing vegetable and fruit essences, pure aseptic pepsin (government test), golden seal and diastase. The tablets are sold by druggists under the name of Stuart's Dyspepsia Tablets. Many interesting experiments to test the digestive power of Stuart's Tablets show that one grain of the active principle contained in them is sufficient to thoroughly digest 3,000 grains of raw meat, eggs and other wholesome food.

Stuart's Tablets do not act upon the bowels like after dinner pills and cheap cathartics, which simply irritate and inflame the intestines without having any effect whatever in digesting food or curing indigestion.

If the stomach can be rested and assisted in the work of digestion it will very soon recover its normal vigor, as no organ is so much abused and overworked as the stomach.

This is the secret, if there is any secret, of the remarkable success of Stuart's Dyspepsia Tablets, a remedy practically unknown a few years ago and now the most widely known of any treatment for stomach weakness.

This success has been secured entirely upon its merits as a digestive pure and simple, because there can be no stomach trouble if the food is promptly digested.

Stuart's Dyspepsia Tablets act entirely on the food eaten, digesting it completely, so that it can be assimilated into blood, nerve and tissue. They cure dyspepsia, water brash, sour stomach, gas and bloating after meals, because they furnish the digestive power which weak stomachs lack and unless that lack is supplied it is useless to attempt to cure by the use of "tonics," "pills" and catharics which have absolutely no digestive power.

Stuart's Dyspepsia Tablets can be found at all drug stores and the regular use of one or two of them after meals will demonstrate their merit better than any other argument.

Defective Page