

YOUTHFUL "BAD" MEN

LAKE UNION LANS IN JAIL FOR ROBBERY AND ARSON.

After being investigated, the story of several robberies and the setting on fire of the Lake Shore Hotel comes to light, one of the boys turning State's evidence—they will be given a hearing today.

On the arrest of Henry Madison, Rodolph Madison and David Jones, three teenagers who live in the vicinity of Lake Union, the police have been enabled to bring to light the perpetrators of several robberies lately reported to them, and of burning of the Lake Shore Company's hotel on the west shore of Lake Union last week. None of the boys is over 15 years of age, but they have carried on their delinquent practices for some weeks without the least sign of detection, and have done things that would be considered daring by delinquents.

These lads have been in the habit of staying away from home for four or five days at a time; for which they paid out of their own pockets, for which they paid out of their own pockets. On Saturday the Madison reported the boys' actions to the police, with the result that the officers were ordered to keep a lookout for them. On Sunday night Officer Corning, who patrols Third avenue, saw the lads on the Third Avenue bridge, took them to headquarters and locked them up for the night. The next day Chief Reed had the boys taken into his office separately, and the Madison, who is the oldest, named Barker, who was "wild de" at the theater and also arrested, confessed Jones' story to the chief.

When the boys' stories were heard, they first being in mischief for some time. The first thing they did was to break the windows of a small store on Second street, and then to break the windows of a store on Third street, which they did in that vicinity, which they did to a junk man. Encouraged by not being caught, the boys then proceeded to break their field of operations to the more populous portion of the city and went to a store on Taylor way. After this was done, the boys went to a store on the corner of the Hill, the owner being inside. There was a small store on Second street, which was divided between the three. The boys then went to a store on Third street, which was divided between the three. They took the coin and hid the purse and went under a bridge on Union street between Third and Fourth streets. They hid the coin and hid the purse and went under a bridge on Union street between Third and Fourth streets.

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Nothing succeeds like success, and following their plan of action, the boys went out again to their old stamping ground, where on Thursday afternoon they did the same thing. The Madison and the other boys were arrested. They hid the coin and hid the purse and went under a bridge on Union street between Third and Fourth streets.

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chief would be in. Then the victor launched forth on a political dissertation, in which he pictured Bryan as a far greater man than either Washington or Lincoln, saying: "God bless him that three years after Bryan's election there is a class of 5,000 prosperous people in this country."

This was enough to convince the officers that the victor was a man of some ability, and they held him out until the chief arrived, which was shortly afterward. On his arrival Chief Reed recognized the man as the man who several weeks ago chased a man about the Ferguson hotel with a pistol, and who was later sent over to the asylum at Steilacoom as insane. His name was found to be John Combs, a plumber by occupation and 35 years old.

In answer to a question from the chief of how he came to be in the city, the victor said: "I came to work too hard over there with all those crazy people, and I don't like it. A message was sent me the night before last, and I was ordered to keep a lookout for them. On Sunday night Officer Corning, who patrols Third avenue, saw the lads on the Third Avenue bridge, took them to headquarters and locked them up for the night. The next day Chief Reed had the boys taken into his office separately, and the Madison, who is the oldest, named Barker, who was 'wild de' at the theater and also arrested, confessed Jones' story to the chief."

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AN ASSURED SUCCESS

THE RAPID GROWTH OF THE LAW LIBRARY ASSOCIATION.

Reports Made at the First Regular Annual Meeting - A Library Worth \$100,000, an Indebtedness of \$20,000 - Delinquent Subscribers Must Pay Up or Forfeit Their Privileges and Stock-Trustees Elected.

The first regular annual meeting of the stockholders of the Seattle Law Library Association was held on Monday evening at the library rooms, second floor of the New York building, and was of a very animated and enthusiastic character. All but a few shares of the stock represented by proxy, and much gratification at the rapid growth of the institution was expressed. Strong speeches were made by Fred Jones, R. N. C. Richards, W. W. Wilshear, Edward Brady, Boyd J. Tallman, J. E. Lilly, J. H. Simon, C. Struhschke, J. R. Pratt, George H. King, William H. Stricker and others, and more active co-operation on the part of the stockholders was promised. A vote of appreciation was passed for their zeal and services in founding and building up the library as adopted with great unanimity.

Immediately upon the opening of the meeting there was called for a report from the secretary, which he read as follows: "The library, under the leadership of the Seattle Law Library Association—Dear Sir: A year ago I opened negotiations with Mr. J. H. Simon, C. Struhschke, J. R. Pratt, George H. King, William H. Stricker and others, and more active co-operation on the part of the stockholders was promised. A vote of appreciation was passed for their zeal and services in founding and building up the library as adopted with great unanimity."

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on good passenger time. The contract also has a clause that, if the transportation be over land-grant roads, only 50 per cent of the earnings will be paid. The first batch of "troops" will march from Fort Spokane, twenty-four miles, to DuPont, Wash., the nearest railroad siding. This battery, composed of the Washington Central to Spokane, at Spokane they will take the Oregon Railway & Navigation and the Union Pacific to their destination in Illinois. The troops from Fort Belton, near Boise, will march to Boise Monday, October 12, in time to meet and take the same train. The train will carry about 250 people, will be accompanied by about twenty-five cars, which will be run as a special. A similar train with a like number will go over the Northern Pacific.

The Oregon Railway & Navigation has also secured the contract for transporting the battery from Fort Canby to San Francisco by boat. This battery, composed of sixty-three men and officers, with their families and baggage, will join the troops at the Presidio and go to New York via the Central Pacific and the Union Pacific.

Work Steadily Progressing on the Road to Open in 1937. The Northwest announces the following official changes, effective October 1: Horace G. Burt, who has been general manager of the Northern Pacific, is to be general manager of the Great Northern, which returned from Astoria yesterday, in connection with the shipping of salmon over his line, reports the people of Astoria as sanguine about the completion of this road, which they expect will be open for business some time in 1937. All difficulties appear to have been surmounted, and they claim that nothing further can stop the completion of the work. Mr. Burt is to be general manager of the Great Northern, which returned from Astoria yesterday, in connection with the shipping of salmon over his line, reports the people of Astoria as sanguine about the completion of this road, which they expect will be open for business some time in 1937.

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the Pennsylvania Railroad Company moved 1,400,000 tons of freight per mile and carried 1,375,000 passengers. The freight carried was equal to a ton around the world every minute of the year. The money invested in the property was equal to a ton of silver dollars 400 miles in length. In 1935 the Pennsylvania company carried 10 per cent of all the railway mileage in the United States, 10 1/2 per cent of all the locomotives, 11 1/2 per cent of all the freight trains, and 12 1/2 per cent of all the railroad employees on its payroll. It carried 10 per cent of all the passengers who traveled by rail in the year 1935, and its earnings were 11 1/2 per cent of the earnings of all the roads in the country. Like the great Northwesters, the Pennsylvania makes almost everything it uses, and with its plant could build a locomotive every day in the year if it chose to do so.

Full of Good Information. The Official Railroad and Marine Gazette and Fleet Guide for October has a new feature. It prints a complete list of all the mining entries in British Columbia, and tells how to reach them. The usual railroad and shipping statistics are full and valuable.

Railroad and Industrial News. The turntable at First Avenue south is not yet ready for use. The local passenger association meets in Seattle next month. Representatives of the various lines will attend from Portland, Tacoma and Vancouver, B. C. "The Union Pacific Railway," by John P. Davis, the latest monograph in the series on railway topics issued by the American Academy of Political and Social Science, concludes that the northern route, under the Northern Pacific and the Great Northern, is the most practicable of the transcontinental routes.

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AMUSEMENTS. THIRD AVENUE THEATRE. SEATTLE AMUSEMENT CO., Inc. W. M. RUSSELL, Manager. Week starting tonight, Madame Wednesday and Saturday, The Best This Town Ever Produced. BETTER THAN GOLD. TOWN TOPICS. The Funniest Farce Comedy Ever Written. Presenting the Famous Comedy of Fun Makers, the Broadway Comedy Regular Third Avenue Theatre program. Positively no higher. Get in line and avoid the rush. Telephone 1114.

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Children Cry for Pitcher's Castoria.

MOVING UNITED STATES TROOPS. Roads Which Have Secured Contracts for Carrying the Soldiers. The transfer of government troops to Fort Sheridan, Ill., from Fort Snelling, Minn., will be divided between the Oregon Railway & Navigation, the Union Pacific and the Northern Pacific, and will commence from the West coast next Sunday. The various roads in interest had to do some close figuring in order to secure the best contract, as the government had asked for sealed proposals, which demanded lowest possible rates. The contracts are important ones, involving the transfer of 10,000 men and their families, with over 10,000 pieces of arms, baggage, rations, camp equipment, household furniture, etc. The officers and their families will be provided with first-class Pullman accommodations, and the enlisted men will be given second-class or tourist cars, at the rate of one section to every three men. The cars are to be allowed to take their blankets, cooked rations, arms and necessary personal baggage for the journey, besides being allowed the usual amount of checked baggage, 50 pounds, without charge. The troops will be moved by special train, through to destination without change, and

3 + 4 + 2 = 9. A large graphic illustration of the numbers 3, 4, 2, 9 and the plus signs, arranged in a grid-like pattern.