



## MUNSON & McNAMARA.

123 and 125 MAIN STREET.

### We'll Sell You Goods Cheap.

## NEW GOODS THIS WEEK.

We have just opened an immense assortment of knit goods, including Infants' Misses' and Ladies' Toboggan Caps, Hoods, Fascinators Mittens and Leggings. These goods are from the best maker in the country, and run from the cheap goods up to the very fine.

One lot of Children's Cloaks, sizes 4 to 12 years at 75 cents.

One hundred dozen Gents Heavy, Seamless, All Wool, Hose, blue mixed, brown mixed and scarlet, all at 19 cents per pair.

One lot of Children's Cloaks, sizes 4 to 12 years, all at the uniform price of \$1.50.

Another lot of Heavy Twilled Flannel, scarlet, at 29 cents.

One lot of Misses Newmarkets, sizes 12 to 14 years at \$3.50.

Fifty pairs of Blankets, good ones worth \$4.00 per pair, at \$3.25.

One case good blue and gold prints at 5 cents per yard.

Fifty dozen Children's, Misses and Ladies all wool Mittens, worth 40 cents per pair, all at 25 cents.

One lot of all-wool Hair Line Stripes blue and red, brown and red, green and red, 40 inches wide at 67 cents.

One lot of Ladies' Short Wraps, sizes 32 to 42 bust measure, made of good cloth and trimmed all round with fur, at 5.50.

### New Plushes and Trimmings--very handsome goods--are just opened.

### WE HAVE A FEW LADIES'

## NEWMARKETS!

### We are closing out at 50c on the dollar.

Short wraps are the fashion and all our Newmarkets must go at a fraction of the cost.

### Down Go the Newmarkets!

## MUNSON & McNAMARA.

### SQUEALER BOODLERS.

#### Repentant Rascals Telling the Truth of their Tricky Transactions.

#### By Which they Feathered their Nests at the Public Expense.

#### Goaded with Remorse, or Inspired with Hope of Escape, they Make a Clean Breast.

#### And Verify the Old Adage: When Thieves Fall Out Honest People Get Their Dues.

#### A Nice Kettle of Fish, They, as Shown by their Contradictory Statements and Falsifying.

#### TRIAL OF THE BOODLERS.

#### New York Ex-Aldermen Tell What They Know About Railroad Franchises.

NEW YORK, Nov. 19.—The trial of Ex-Alderman Arthur McQuade, indicted boodler, was continued this morning. Ex-Alderman Chas. B. Waite resumed the witness chair. He acknowledged several visits to the office of the Broadway Railway company, was summoned from New London, Conn., to New York by telegraph, went to the Brevoort house, met James Richmond, afterward came down town, met Richmond at the city hall. Bright was with Richmond, one of them gave him a paper. [Paper produced in court and identified by witness.] This occurred August 30th. Witness then went to the aldermanic chamber. The telegram was to notify him of the meeting. He presided at the meeting of the board. The Mayor's veto message on the franchise road bill was passed over the veto. The meeting was held with closed doors. No outsider was present but J. Francis Keenan, a newspaper man. Witness did not know whether McQuade was present or not, or who drafted the resolution to pass the bill over the veto. The resolutions were in type writing, according to result of previous consultation. The report of the railroad committee was prepared in the office of Scribner and Bright as was also the resolution in type writing.

Ex-Alderman Fulgraff was next called. The witness said an informal meeting was held in May, 1884, after the board adjourned. Eight or nine members were present. McQuade was one. The subject discussed was the fact that it was necessary to have thirteen votes to pass the bill. It was agreed to meet at the office of witness within a week; this was done, the meeting was held at Fulgraff's factory after business hours; the members were present, among them were McQuade, Kinney, Waite, McCabe, Duffy, Jahne and DeLoach. Mr. McLaughlin was chairman. It was necessary for the thirteen members present would hold together on any question that came before the board. Opinion was said about the Broadway railroad. Another meeting a week later was held at McLaughlin's house. Mr. McLaughlin was made chairman again. In the first meeting the cable road and other companies—the cable road and other—wanted the franchise. Jahne, DeLoach and others spoke, saying that the Broadway Cable Road company had offered \$700,000 for the franchise, needed cash and offered \$25,000 each. It was said the lawyers had concluded to pay only \$22,000, and that amount was decided upon unanimously. McQuade voted aye.

Another meeting was held at McLaughlin's house. But twelve out of the thirteen were present. As more votes were needed a member to hold the money. Witness thought McCabe said Maloney might be trusted with so large an amount. Duffy suggested Keenan, he was selected after a vote.

Another meeting was held at McLaughlin's house. At this meeting it was decided to send down each man's share to \$25,000. Witness said he saw Maloney August 20. The latter brought witness a paper to sign. This was a call for the memorable morning meeting of August 30. Witness attended the meeting.

McQuade and witness were both present at another meeting in McLaughlin's house Oct. 31. There had been no money paid yet; this was the subject for discussion. Witness received a part, \$5,000, before the election that was due. The final vote granting franchise was taken December fifth. Up to and after that date witness had received \$18,000. Keenan paid \$5,000. Witness asked McQuade after Dec. 5th if he had got his money. McQuade replied that it was all right.

This ended the direct examination. On cross examination when asked why he affirmed, Fulgraff thought he was asked why he turned state's evidence. He raised his right hand above his head as he replied, "I have done it because of remorse."

Newcomb read extracts from the examination of Fulgraff as a witness before the committee which was contradictory to his present testimony. In one place Fulgraff had testified that he had not conversed with other aldermen on the subject of the Broadway franchise bill. The contradictions were noted by Newcomb, who asked the witness if his former evidence on these was true or false.

Witness replied: "False." He was then asked if he had committed perjury for the senate committee.

the boodle than they did at Washington and Albany, was read. Fulgraff explained his evasive answer as meaning that Mr. Miles, the examiner, who had been a member of the legislature at the time when the "boodles" was running, was a co-sinner as rumors knew what "boodles" meant then. (Laughter).

Witness defined "boodles" as money dishonestly acquired. Again and again Lawyer Newcomb read Fulgraff's sworn denials of any knowledge of "boodles" in connection with the cable road. The witness each time acknowledged that he swore falsely before the senate committee. There was no bravado in the manner of the witness; he was downcast, but when he remembered calling on Almighty God to witness that he was truthful, he replied positively. I do not remember—it never happened. A statement in his testimony before the committee that he was sorry that he was a member of the board of 84 only because the stories started by the newspapers, that he would stick to members of that board as long as they lived, that he considered there were honest men in the board as ever sat on God's foot stool, was read by Mr. Newcomb.

I can say now, broke in Fulgraff, that I am sorry I was a member of that board. Did you refer to your own purity then? Yes, sir, and I was, and am now but for that our act.

Witness said he had never "given away" the boodle alderman until his arrest for his alleged connection with the granting of the franchise to the Turley fourth street road in '85. He was then induced to make a general statement regarding the Broadway franchise by a promise of protection from prosecution for his own transaction in connection with the granting of franchise to that road. Later the inducement of protection from any of his acts as a member of the board of 1884 was made at Ins-governor Byrne's. He was urged to make an entire statement at Mr. Nichols' house, and he made the statement with Mr. Martin at his side. Witness at first refused the proposition, but after some reflection, he wanted to consult with his family; he was allowed to go home; he consulted with his family and his son-in-law and concluded to make the statement.

Witness was asked if he had returned his "boodles" on being stricken with remorse. He replied: "I shall if God lets me live. But have you, persisted the lawyer. Witness acknowledged that he had not; he confessed that he had received \$1,000 for his vote in another railroad matter and had not returned it either, but declared that he would when he could. He had been delayed in the act by pressing family matters.

Mr. Newcomb read the names of "boodlers" said to be present at McLaughlin's and asked if witness had not named all the men he knew, either dead or out of the jurisdiction, crazy or in prison from crime, aside from his fellow aldermen, Duffy and Waite, and the defendant.

Witness said he had. Witness gave the names of the names of the other thirteen not before mentioned as Dempsey, Cleary, Charles Reilly and O'Neill. When the direct examination was resumed, Fulgraff said that he was not asked to incriminate anyone in his statement to the district attorney. He made the statement because his conscience troubled him and it was the only situation that he could make for what he had done. He said he felt his disgrace because he had received \$19,000 from the transactions for which he had been indicted, and would restore it to the city as soon as he had a chance.

This ended his testimony and Fulgraff was taken back to the district attorney's office to be arraigned.

Ex-Alderman Duffy, another of the "squealer boodlers," was then called to the stand and began his testimony. He said that after the meeting of the board eight or nine members including Mr. McQuade had a little conference to fix up for a meeting at 7 o'clock on Monday. Witness was in the factory about 7 p. m. and found twelve other members there, including McQuade. The meeting, said Duffy, discussed a scheme for controlling legislation for railroads and some other matters. Witness named nine others who were present, and they were noted in the report of records. He gave three other names. They correspond to Fulgraff's testimony. He continued:

At the second meeting Aldermen DeLoach and Jahne argued about the route there would be \$500,000 in the Broadway road; and that the cable road would put up \$25,000 each. It was to be in the factory and it was said that there were too many in the cable company, and they put it to a vote on the question of which they would side with and voted to pass and side in with the Broadway surface road. Alderman Jahne said that the figures given by witness were too big, there would not be as much as that to go round, he said there were some expenses to come out of the boodles. This was the first proposition, but Alderman DeLoach and Jahne talked about it, and they thought there was enough to go around at \$25,000 apiece, and they voted to take the matter up with the cable road. At the third meeting, or the second one at McLaughlin's, we talked about when the money was going to be put up, and who was to hold it. McQuade was opposed to Maloney, he thought he could not be trusted with such a large sum, he thought Mr. Keenan and I were the best. I proposed Mr. Keenan and he was elected. I think it was said that each member would have to go himself and see Mr. Keenan or else he would not have the money. I was asked about it, and I believe they got down to \$20,000 apiece. This was prior to August 30.

The above is a sample of Duffy's testimony, which fully corroborated Fulgraff's evidence. Mr. Duffy's Irish wit and tongue made him a much more entertaining witness than his colleague. His voice was full and strong, he described the meeting of the "combine" held at McLaughlin's just before the election, as follows: All the 13 were present and we discussed the coming election, who was going to run against, and one alderman asked where was the money coming from, they then wanted to vote, and some one else, he said was going to get his from the Broadway railway. I didn't get any money until about a month after the election, and then I got \$10,000. I met McQuade on the north steps of the city hall a few days after and he stopped and talked a while. Did you get your money from the Broadway road? I said, did you get

your? and he said, it's all right, I got mine all right.

This finished the direct examination. The defense consulted, and then excused Duffy from cross examination for the present. Duffy stepped down, looking as fresh as when he began. Some witnesses to show that McQuade had considerable money about the time of the "boodle transaction" were examined, and court adjourned.

#### In the Light.

WELLINGTON, Kan., Nov. 19.—The Wellington Light company started their machinery at 8 o'clock this evening furnishing an excellent electric light.

The county commissioners met here today and re-narrated the vote of the Eighty fifth representative district. The amended returns show Bottorff, Republican, elected by four majority.

#### THE DEAD EX-PRESIDENT.

Preparations for the funeral—Tenders of Sympathy.

NEW YORK, Nov. 19.—Who are to be full bearers at Ex-President Arthur's funeral will be decided and invitations sent out today. There were numerous callers at his late residence this morning.

The funeral ceremonies over General Arthur's remains will be entirely without display. His remains will not lie in state, but after the services Monday, will be taken direct to Rural cemetery at Albany.

The board of aldermen today received a message from Mayor Grace in regard to the death of Ex-President Arthur. Appropriate resolutions were adopted and all public buildings ordered draped. Public business will be suspended on the day of the funeral.

#### EXPRESSIONS OF SYMPATHY.

The following are among the telegrams of condolence received by the family of the late ex-president.

WASHINGTON, Nov. 19.

Please accept my sincere sympathy for yourself and sister on your affliction. Your father's death casts a gloom over the nation he served with distinguished ability as its chief magistrate. S. M. CULLOM.

SAN FRANCISCO, Nov. 19.

To express our profound sorrow and sincere sympathy we voice the universal sentiment here. JOHN W. JACKSON.

AGUSTA, Me., Nov. 19.

I beg to tender my sincerest sympathy in your great bereavement. It is my intention to be present at the funeral. JAS. G. BLAINE.

SPRINGFIELD, Ill., Nov. 19.

I am instructed by the grand lodge, I. O. O. F., of this state now in session at the capital, to convey to you and your sister its sincere condolence. A. GARDNER, Commander.

STILLWATER, Minn., Nov. 19.

Accept and convey to Mrs. McElroy and your sister, my deepest sympathy. The end so long expected finds us still unprepared and unaccustomed to the earthly ending of one of the noblest of private citizens and public men. D. M. SARRIS.

ELMIRA, N. Y., Nov. 19.

I shall leave on Sunday and will attend your father's funeral. DAVID B. HILL.

CHICAGO, Nov. 19.—General J. D. C. Atkins, commissioner of Indian affairs, returned to the city yesterday after a month spent inspecting Indian agencies in the southwest. He reports that affairs at the several agencies are in satisfactory condition, but that the policy of the Indian office, that Indians should abandon their tribal relations and accept lands in severalty, is steadily growing in favor among the tribes in that section.

#### IN MEMORIAM OF ARTHUR.

The postmaster general today issued the following order: On Monday, the 22nd of November, 1886, post-offices in the United States may be closed between the hours of 10 o'clock a. m. and 1 o'clock p. m. In memory of the late president of the United States, Chester Allan Arthur, and the usual customs of mourning observed.

At half past three o'clock this afternoon Attorney General Garland formally announced to the supreme court the death of Ex-President Arthur. The chief justice said the court received the intelligence with sincere regret, and as a mark of its respect to the deceased, would stand adjourned till Tuesday next.

The president today issued an executive order for the closing of executive departments on Monday, the day set for the funeral of Ex-President Arthur.

#### NO CONVENTION.

Yet been appointed on the part of the house of representatives to attend the funeral of the Ex-President. Speaker Carlisle is expected to arrive in the city tomorrow, when a course of procedure will be decided on. There has been considerable telegraphing on the subject between the speaker and General Clark, clerk of the house, but without definite result. This is due to the fact that there is no precedent for the appointment of a committee on the part of the house to attend the funeral of an Ex-President who dies during the recess of congress.

#### PEES VS PATRIANS.

The present appointed Joseph K. Roberts collector of internal revenue, district of Maryland, vice Zellman suspended, and Joseph C. McGreehey collector internal revenue, district of New Mexico, vice Fisher suspended.

#### MINERS' TROUBLES.

PITTSBURGH, Pa., Nov. 19.—At the conference of the Connellville coke operators and their employes this afternoon the operators refused to grant any of the demands except the one asking for a small advance in wages to pay for sharpening tools. This proposal was rejected by the miners and the meeting adjourned. Subsequently the miners' officials offered to submit the question to arbitration, but as a number of operators had left for their homes action was postponed till tomorrow. Secretary Miller of the Miners' association, says that if the arbitrator refuses to arbitrate, a strike of 1,200 miners in the Connellville region will be ordered at once.

### STORMS ON THE LAKE.

#### Additional Details of the Terrible Storms of Thursday Add to

#### The Indescribable Horrors Experienced by Sailors on the Lake.

#### A Dozen Vessels with Their Cargoes and Scores of Brave Seamen Sent to the Bottom.

#### Preparations Making for the Funeral Obsequies of the Late President, to Take Place Monday.

#### Universal Regret Expressed at his Death and Many Messages of Condolence Received.

#### Weather Report

WASHINGTON, D. C., Nov. 20, 1 a. m.—The following are the indications for Missouri: Light rains, nearly stationary temperature, winds generally westerly.

For Kansas: Fair weather, slightly warmer, variable winds.

#### THE LAKE STORM.

#### Further Accounts of the Loss of Life and Damage to Shipping.

MARQUETTE, Mich., Nov. 19.—The officers and crews of the steam barge Robert Wallace and consort, the schooner David Wallace, which went ashore on Chocomaug beach in the storm of Nov. 18, were rescued this morning by a crew from the Life Saving Station at Houghton who came with boats and apparatus and on special train. Both the officers and men were in excellent condition save that the crew of the barge were weak from the prolonged fast and in an interview with an Associated Press reporter Capt. Brown of the steamer said:

We were loaded with wheat consigned from Duluth, the Robert Wallace carrying 40,000 bushels and the David Wallace 35,000. The crew of the steam barge numbered fifteen men and that of her consort nine. We had been out many hours before the storm of the 17th struck us. The driving snow and sleet made it impossible to see a rod ahead. Every precaution was taken for the safety of the vessels, but, owing to the heaviness of the sea, soundings were impossible and we had absolutely no means of ascertaining our position until the vessels struck about 11 a. m. on the 18th. We had no idea that we were near land so far out on our reckoning were we. I suppose we were off Missotipon Point, some 8 miles distant.

As soon as we struck, we began rolling over with tremendous force, the Robert Wallace suffering most from their violence. In about four hours she was so bent as to be practically broken, and the sea swept her from stem to stern, and I had taken refuge with the crew in the captain's cabin in the forward part of the ship, which being higher out of water, was less exposed to the fury of the waves. Apart from the fact that a little parched wheat was all we had in the way of provisions, we were not seriously uncomfortable, and at no time did I have the least doubt but what we would be rescued, for if the vessels had been able to go to pieces she would have done so long before daylight Thursday morning.

If I could have got word to the crew on shore I should have told them we were in no danger and would be rescued, but we were unable to make any signal with such a sea running. Owing to their having access to provisions to crew of the David Wallace suffered to great hardship. Captain Brown reports that the cargo is a total loss, but believes both vessels can be saved.

CHICAGO, Nov. 19.—Pears are entertained this evening at the residence of William Jones, who has been in the storm prevailing Wednesday night and continuing yesterday. Captain David Dall, a well-known vessel owner, was aboard, his son, John H., commanding. The vessel left this port Tuesday morning for Grand Haven and round about 11 o'clock on Wednesday morning, cleared from Chicago Wednesday night and arrived at Grand Haven on Thursday morning. A telegram from Grand Haven says no intelligence of the Wm. Jones has been received there and she was looking badly when last he was seen. The dispatch also says the schooner Porter, owned by C. W. Arnes, and body, which cleared from Chicago Wednesday night, has not arrived yet, and much anxiety is felt for their safety.

The Inter-Ocean's Frankfort, Mich., special says: The large Menominee and Marquette, in tow of the steam barge Marquette, later with her consort, the schooner Chicago, broke loose yesterday morning twenty miles off Marquette Island. They were logged and went ashore four miles south of this place. Both barges are total wrecks and the two crews, numbering fifty men in all, were all lost, except one named C. W. Arnes, whose body was seen ashore at Herring creek. The papers found on the body show it to be that of William Lowrey.

DETROIT, Nov. 19.—A Free Press special reports the wrecking of the schooner Unadilla of Detroit, valued at \$15,000, at McFarlin Point, straits of Mackinac, today, crew safe.

CHICAGO, Nov. 19.—An Inter-Ocean special says the hull of a schooner supposed to be the Helen, of Chicago, is floating about half a mile out in Lake Michigan; crew supposed to be lost.

DETROIT, Mich., Nov. 19.—Special to the Free Press from Frankfort says a terrible disaster occurred last night and this is left not a soul to tell the story. During the height of the storm yesterday afternoon, at intervals, through the blinding snow storm, a three-masted schooner could be seen about 3 miles off Frankfort. Help was asked for from the life station at Marquette, but it was impossible for the tug to live in such a gale.

#### Wrecked by Winds.

MILLIKEN, N. Y.—A heavy gale completely destroyed a summer hotel in course of construction on Walden Mountain. The whole structure was lifted from its foundation and carried 12 feet, falling into a mass and is a total wreck. Eighteen men engaged in building at the time all miraculously escaped unharmed except one, Deetz, seriously hurt. After great trouble the life saving station 5 miles north of here was reached and the party rescued and carried to a place by a few fishermen. They arrived at the scene of the disaster at Spring Creek at four o'clock

after a 30 miles struggle against the elements. The scene beggars description. The vessel was totally broken up with its cargo piled on the beach. Everything was completely destroyed. The body of a man about thirty years of age was picked up. In the pocket of his coat was a letter bearing the address of Wm. Lantry, 113 Madison street, Chicago. The vessel's yawl with the name Monkskaume, was near by unharmed. No other bodies have been discovered.

Another wreck was discovered two miles south. The entire crew of the steamer Marinette, of Racine, was lost; there was discovered at a neighboring house a bruised and battered sailor, he is C. W. Arnes, of Port Huron, the only survivor of the vessel.

CHICAGO, Nov. 19.—A special to the Times from Duluth, Minn., says the schooner Luceline is lost. During the storm she was driven on Point Chequamegon; the vessel was loaded with iron ore and went down in five fathoms of water, all hands lost, not less than ten men on board.

#### Collision of Ocean Steamers.

NEW YORK, Nov. 19.—The steamer Beaufield with a cargo of 70,000 bushels of wheat, outward bound to Aberdeen, came into collision with the Battery this morning with the steamer Britannia bound in from Mediterranean ports. The Beaufield was struck near the coal bunkers and the water poured in extinguishing her fires. She was assisted by tugs to Hoboken. The Britannia came to anchor with her bow badly damaged above the water line.

LIVERPOOL.—In the collision this morning between the steamers Britannia and Beaufield the former struck the latter on the port side about amidship making a hole from three to four feet long on the water line. Several tugs took the Beaufield in tow and when near the Erie elevator, Jersey City, where it is supposed she was bound, she sank in 35 or 40 feet of water. She was 1,118 tons register and had on board 7,000 bushels of grain. The damage to the Britannia was apparently above the water line and it is quite extensive.

#### Bradstreet's Bulletin.

NEW YORK, Nov. 19.—Special telegrams to Bradstreet from leading trade centers throughout the country show a moderate gain in volume of distribution in a few lines of staple articles, noticeable in dry goods. This is reported at Chicago, St. Louis, Peoria, Omaha and Davenport. The primary cause is the arrival of cold weather, and seasonal goods are in more active demand. There has been no special change in the condition of general trade at Boston, New York, Philadelphia, Pittsburg, Cleveland, Evansville, Nashville, Milwaukee, Kansas City, Galveston and Dallas.

At Cincinnati, New Orleans and St. Joe there have been declines in the movement of goods in several lines, although at New Orleans prices generally exceed of rice and flour have advanced. Mercantile collections have been fairly satisfactory at Philadelphia, Cleveland, St. Louis and Kansas City, but at Peoria, Omaha, Davenport, and Dallas they have been more difficult to make. At Dallas it is mainly owing to low cotton prices. The total bank clearings at thirty-one cities is \$1,900,000,000 against \$1,872,000,000 last week. The increase at New York City is due largely to increased railway shares, petroleum and grain speculation and to heavy dry goods imports, amounting to \$7,300,000. The remaining cities reported show an increase of \$15,500,000. At Chicago the decline is \$2,000,000 and at St. Louis \$1,000,000 compared with last week. There is less demand for funds at interior points though Chicago and Milwaukee report a surplus.

Movements to and from the country are about equal, the settlement of the Chicago labor troubles and the prospect of a winter timber and Ohio and Pennsylvania roads adjusting their differences led to an advance and strength in the New York stock market and improvement in coal and iron lines. It is believed that "boom" in stocks is not impossible. Transactions were \$67,225 shares against \$62,225 shares last week. The active and advancing leading aggregate is 19,111,890 against 12,111,000 last week. No advance has been made in eastern pig iron prices but the market is very firm and \$20 for No 1 is looked for, and at St. Louis and Peoria prices are advancing and are relatively higher than in New York.

At Boston and New York dry goods jobbers report trade dull, but with no accumulation of stocks. A few additional makes of cotton have been advanced in prices.

Low prices higher at Kansas City and pork is expected to follow, though speculation in hog products has not been active.

What has been a little firmer and more active, but prices are still below the level anticipated, owing to the enormous stocks in sight and heavy receipts.

Low prices continue very active but 2 cents per bush below highest figures touched in the week advance, owing to sales to realize profits.

#### A Sick Citizen.

CHICAGO, Nov. 19.—An officer who was specially detailed for the purpose of returning this morning from Kansas City with Capt. J. Lowrey in custody. The prisoner was at once taken to the county jail, the minimum charging him with obtaining money under false pretenses. It is stated that Capt. Lowrey appeared in this city as a Kansas business man prepared by law to found a new company very similar to the Chicago advantage to all concerned.

He represented that he was the head of the mercantile firm of Lowrey & Co., a firm comprising himself and brother Henry, and Andrew C. Giesewick.

The concern had deposits at New Haven, St. Johns and Lowrey's springs, Kansas, in every one of which a business was maintained. In support of this it was said he exhibited a schedule of assets showing that the house possessed in stock, real estate and sundry collectibles \$122,000, with a balance of \$49,000 above all liabilities. Upon all these pretensions Lowrey secured a loan from the National Bank of Illinois a loan of \$15,000, and from Kuhn, Nation & Fisher obtained a credit assignment of \$25,000 worth of merchandise.

Lowrey & Fisher, upon their representations the October grand jury issued, as two Lowreys and Giesewick for obtaining money under false pretenses, and on Wednesday an officer arrested the elder Lowrey in Kansas City. The prisoner has secured counsel to defend him. He declined to be interviewed.

#### Refused to Indict.

CHICAGO, Nov. 19.—The grand jury ignored the bill against the Pinkerton men charged by the consumer's jury with complicity in the death of Terrence Bigley near the Indiana strand after the close of the farmers' strike. The Pinkerton men have all been discharged.