



If you want the advantage of a wide choice, have an early peep at the

Summer Oxfords

We're now showing— We've a nice selection of what's new—and can fit you— Rubber-soled Oxfords, in both mahogany calf skin and white canvas—Also, a special white canvas with rope sole \$2.00; just the thing for golf or summer wear, light and cool, both high and low—We've a real men's and boy's shoe dept.

Bergeson's

A WOMAN'S WAY. "John," she said, "I have an awful pain in my right side. I'm afraid it's appendicitis." "Are you?" he replied, without looking up from his paper. "John," she waited a moment later. "It's getting worse." "Is it?" he asked, still interested in the sporting page. "John," she demanded, "why don't you worry?" "I am worrying, darn it! That's the way with you women. It doesn't make any difference how hard a man worries, you're never satisfied unless he makes a noise about it."

PIRACY ON HIGH SEAS

DAYS OF CAPTAIN KIDD RECALLED IN RECENT ATTACK ON VESSEL.

GOVERNMENT IS POWERLESS

Chinese Pirates Are As Bold As Those of Bygone Days.

Canton, China, May 14—Ordinary acts of piracy, which occur frequently in the rivers and canals in this section, were completely eclipsed recently when the Norwegian steamship Childar was plundered on the high seas. It was held enough to recall to the western world the days of Captain Kidd, 200 years ago, and it was a rare case even for these waters. The number of foreign warships constantly cruising up and down the China coast and the fact that many of the merchant ships carry rifles and ammunition generally deter the Chinese from such acts of boldness, for they are given short shrift when caught. In the early days of the British settlement at Hongkong scores of pirate junks were captured and sunk; there are records of forty and fifty being sent to the bottom in a day.

The Childar was captured in a very simple way. About fifty pirates went aboard the ship at Hongkong as ordinary steerage or "deck" passengers, bound for places up the coast. There being altogether 209 Chinese making the journey, no notice was taken of them.

A Little Nervous. They were evidently a little nervous over the enterprise, and soon roused the suspicions of the bonafide Chinese passengers by their restlessness and earnest conversations in little groups. Seeing that they were being watched they put their plans into execution sooner, evidently, than they had intended, but with complete success.

About forty miles out of Hongkong they whipped out their revolvers and rushed the officers. There were six white officers, and none of them were armed or within the reach of weapons. The second officer, who was on the bridge, tried to give the alarm to the others below and was promptly laid senseless with the butt of a pistol. Otherwise no bodily injury was done.

Money Comes Easy. On their arms, so that they should know one another, the pirates wore white bands similar to those worn by the Chinese revolutionists two years ago. The characters on the bands, the translation of which is said to be "Money comes easy."

Four of the officers were tightly bound and placed in the auxiliary wheelhouse of the stern of the ship, while the second and third engineers were left free to work the engines under the direction of the pirates. Pirate navigators assumed control of the bridge and gave the proper signals to the engine room. A very careful course through dangerous shoals was steered until the ship put into a little bay known as Bias Bay. There, two junks which had evidently been awaiting the arrival of the Childar, received the collected money and valuables which had been taken from the ship, the officers, and the passengers. Even the uniforms of the officers and the good clothes of the Chinese passengers were taken, and almost all the brass fittings of the ship. In all, the ship lost over \$100,000 in cargo, valuables and damages.

Pirates Disappointed. The pirates were, no doubt, much disappointed, for on two previous voyages the Childar had carried about \$200,000 worth of treasures of one sort and another, valuables that were negotiable ashore without serious danger of discovery. The pirates seemed to be angered by their failure to make the big haul they expected, for, after looting the ship and passengers, they went through the cabins and engine rooms destroying willfully doors, fittings and furniture. But the exploit was not without its humorous side. An English speaking buccannier, for instance, sympathizing with the thirsty engineer whom he was controlling, revolver in hand, asked the engineer if he would like a whiskey and soda; and, leaving a fellow pirate in charge of the engine room, went to the pantry and brought back a whiskey bottle and one of beer, explaining that he could not find sodawater.

Understood Navigation. Among the pirates were some who understood the navigation of steamships and others who knew how to run the engines. One, indeed, told the engineers in English that he knew more about a marine engine than they did.

When the ship reached Bias Bay and the collections made by the pirates were being put aboard the junks the English speaking engineer among the robbers ordered the Norwegians to draw the hfts and remove certain necessary valves, thereby making it impossible to restart the ship for several hours. It was some hours after the junks sailed away that the Chinese passengers ventured up on deck and unbound the officers, and some hours more before the vessel was in condition to proceed at slow speed back to Hangkong.

Government Powerless. A reward was offered for information leading to arrests, but it seems, unlikely, owing to the disordered state of the province, that the rob-



TELEGRAM

THE MARKETS

MINNEAPOLIS. No. 1 hardened 96; No. 1 northern 93 to 95; No. 2 northern 91 to 93; regular arriving 93 to 94; choice arriving 95; No. 2 hardened Montana arriving 91 to 92; No. 3 wheat 89 to 91; No. 1 durum 87; arriving 87; No. 2 durum arriving 87; No. 2 durum 85 to 85 1/2; arriving 85; No. 3 yellow corn 67 to 67 1/2; arriving 66 1/2; No. 4 corn 65 1/2 to 66; No. 3 winter oats 37 1/2 to 38; arriving the same; No. 3 oats 35 to 35 1/2; barley fancy 55 to 56; medium to good 50 to 55; low grade malt 46 to 50; feed 44 to 46; rye 58 to 60; arriving the same; flax 150 to 156 1/2; arriving 153 to 156 1/2; May 90%; July 91; September 87 to 87 1/2.

DULUTH. May 93 1/2; July 94 1/2; Sept 88 1/2; No. 1 hardened on track 94; No. 1 northern on track 92 1/2; to arrive No. 1 northern 94; Montana No. 2 hardened on track 92 1/2; Montana No. 2 hardened to arrive 92 1/2; to arrive durum No. 1 89 1/2; to arrive 89 1/2; to arrive 87; May 89; to arrive 88; oats on track 58 to 60; to arrive 58 to 60; barley on track choice 54 to 59; good 49 to 54; medium 46 to 49; poor 43 to 46; flax on track 156 1/2; flax to arrive the same; May 156 1/2; July 157 1/2; Sept 159 1/2; October 157 1/2; high July 94 1/2; low 93 1/2.

ST. PAUL. HOGS—Receipts, 3,000. Steady. Range, \$7.95 to \$8.05; bulk, \$8.00 to \$8.05. CATTLE—Receipts, 1,100. Killers, steady. Steers, \$6.00 to \$8.50; cows and heifers, \$5.00 to \$7.75; calves, steady, at \$6.00 to \$9.50; stockers and feeders, steady, \$5.00 to \$7.75. SHEEP—Receipts, 400. Strong to 10c higher. Lambs, \$3.50 to \$7.25; wethers, \$4.50 to \$5.50; ewes, \$2.00 to \$2.25.

CHICAGO. HOGS—Receipts, 18,000. Weak to 5c lower. Lull at sales, \$8.20 to \$8.40; light, \$8.20 to \$8.40; mixed, \$8.15 to \$8.40; heavy, \$7.40 to \$8.40; rough, \$7.95 to \$8.10; pigs, \$7.30 to \$8.35. CATTLE—Receipts, 4,500. Steady. Beeves, \$7.40 to \$9.35; steers, \$7.10 to \$8.20; stockers and feeders, \$6.25 to \$8.50; cows and heifers, \$3.75 to \$8.70; calves, \$7.50 to \$11.00. SHEEP—Receipts, 19,000. Steady to a shade higher. Sheep, \$5.35 to \$6.20; yearlings, \$6.00 to \$7.25; lambs, \$6.25 to \$8.35; springs, \$7.00 to \$10.00.

TAKEN UP. Taken up, May 13, one dark bay mare, weight about 1100 lbs., two white hind feet and star in forehead; shod on both hind feet. Probably 7 or 8 years old; wearing rawhide halter, and has harness marks on neck. Owner may claim mare of F. E. Howe, at N. P. Bridge, at river, Bismarck, N. D. Phone 126L.—Adv.

GOLLMAR BROS.' SHOW COMING. Gollmar Bros.' big, three-ring circus and menagerie, combined with Herr Dreisback's trained wild animal show, will come to Bismarck, Monday, June 29, with many new and unique acts that promises to be a winner. The company uses two trains to carry 500 horses and animals, with 1,000 people, required to give the performance. There will be the usual street parade in the morning, with two shows afternoon and night. The small boys, as well as the grown up boys, are looking forward for a great time on circus day.—Adv.

KODAK WORK DONE PROMPTLY. If anxious for best results send us your films. Mail orders solicited. HOLMBOE PHOTO STUDIO, BISMARCK, N. D.—Adv.

Just a word with you on the hat question— Gordon A. W. EPPINGER

BASEBALL SCORES

NATIONAL LEAGUE

Table with columns: Teams, W, L, Pct. Rows: Pittsburgh, Philadelphia, New York, Cincinnati, Brooklyn, St. Louis, Chicago, Boston.

Thursday's Games. Philadelphia 5 10 5, St. Louis 2 9 1. Fourteen innings. Batteries—Mayer and Killifer; Peritt and Snyder. Umpires—Orth and Bryon.

Brooklyn 0 1 4, Chicago 5 10 0. Ragon and McCarty; Vaughn and Bresnahan. Umpires—Rigler and Emslie.

Boston 0 4 3, Cincinnati 6 8 2. Batteries—Tyler and Whaling; Denton and Clark. Umpires—Quigley and Eason.

New York 4 5 2, Pittsburgh 3 10 2. Batteries—Demaree and Meyers; Adams and Gibson. Umpires—Klem and Hart.

AMERICAN LEAGUE

Table with columns: Teams, W, L, Pct. Rows: Detroit, Washington, St. Louis, Philadelphia, New York, Chicago, Boston, Cleveland.

Thursday's Games. St. Louis 0 4 1, Boston 1 7 1. Batteries—Hamilton and Leonard and Carrigan. Umpires—Egan and Evans.

Cleveland 0 5 2, Philadelphia 1 7 3. Thirteen innings. Batteries—Hagerman and Garisch; Plank and Lapp. Umpires—O'Loughlin and Halderadt.

Detroit 3 6 1, New York 1 2 0. Batteries—Duhac and Stange; Keating and Sweeney. Umpires—Chill and Sheridan.

Chicago 0 3 2, Washington 1 2 2. Ten innings. Batteries—Scott and Schalk; Ayers and Henry. Umpires—Dineen and Connolly.

FEDERAL LEAGUE

Table with columns: Teams, W, L, Pct. Rows: Baltimore, St. Louis, Indianapolis, Brooklyn, Chicago, Pittsburgh, Kansas City, Buffalo.

Thursday's Games. Kansas City 2 1 5, Pittsburgh 6 9 2. Batteries—Henning and Easterly; Waite and Berry. Umpires—Bush and Mannasau.

Indianapolis 6 13 1, Baltimore 9 13 5. Batteries—Mullin and Rarida; Quinn and Jacklitsch. Umpires—Gross and Anderson.

At the Grand FRIDAY AND SATURDAY

Hook and Hand

A Sensational Detective Story in Four Reels

Batteries—Ritchie and Moore; Scheneberg and Smith. Umpires—Murray and Johnstone.

Buffalo 5 6 4, Milwaukee 3 6 1. Batteries—Lang and Wilson; Krapp and Blair. Umpires—Kane and Gockel.

St. Paul 5 19 0, Louisville 2 6 0. Batteries—Dougherty and Hughes; Loudermilk and Severid. Umpires—Owens and Connolly.

St. Paul 5 19 0, Indianapolis 3 9 1. Batteries—Walker and Glenn; C'Fren and Livingston. Umpires—Westerveldt and O'Brien.

STANDING OF THE TEAMS

Table with columns: Teams, W, L, Pct. Rows: Minneapolis, Cleveland, Kansas City, Louisville, Indianapolis, St. Paul, Cleveland, Columbus.

SENIOR CLASS PLAY. Friday evening at the Bismarck auditorium the senior class of the Bismarck High School presents the farcial comedy, "The Private Secretary." Prices, 50c, 35c and 25c. Seats on sale at Finney's.—Adv.

The Chicago and North Western Line alone offers

you the important protection of Electric Automatic Safety Signals all the way to Chicago.

Three Morning Trains To Chicago Three Evening Trains To Chicago For travel information call upon or address: E. A. WHITAKER, Traveling Passenger Agent St. Paul, Minn. C. T. PETERSON, Traveling Passenger Agent St. Paul, Minn.

TICKET OFFICE: 396 Robert Street, St. Paul, Minn., 600 Nicollet Avenue, Minneapolis, Minn. G. H. MACRAE, General Passenger Agent ST. PAUL, MINN.

Advertisement for Patrick's Shirts for Real Men. Fine, strong material for good wear. Neat, stylish patterns. Plenty of shoulder and arm room. Soft collars attached or detached or without collars. Look for the name. Sold at best stores. F. A. Patrick & Co Duluth, Minn.

Advertisement for Minnesota Paints Last Longest. It's in the Oil. The oil is the heart and life of every paint. No matter what else the paint contains, if it is mixed in poor oil the paint is unsatisfactory and will not last. Linseed Oil is the only oil that will make good paint. The better the oil the better the paint. Minnesota Paints are ground in the PUREST LINSEED OIL IN THE WORLD. It is made in their own mills from Northwestern flax—the finest in the world—pressed, refined and aged, and mixed in Minnesota Paints before it leaves the buildings. For 37 years Minnesota Paints have been known as "The Best Paints Made." If there was any way of making them better they'd be doing it. A Special Point for Every Painter: Use Shellac Inside or Outside. BISMARCK Hdw. Co.

Advertisement for SATISFIED. When asked about other advertising, Mr. L. E. Martin, Bismarck's Maxwell Automobile dealer, said: "I am advertising in THE DAILY TRIBUNE and getting good returns. I shall stay with them." This is only one case of many. He is satisfied because Tribune Ads Get the Business.