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DYGART PLEADS GUILTY; RECEIVES LIFE SENTENCE

Criminal Apprehended in Arctander Confesses to Three Murders and is Sentenced.

Dygart, the triple murderer, who was captured in the township of Arctander in this county, has been sentenced to Stillwater for life. Yesterday's press dispatches give the following particulars:

"James P. Dygart, ('Jim') was sentenced to life imprisonment in the penitentiary at Stillwater by Judge Giddings in Anoka yesterday. Dygart pleaded guilty to a charge of murder in the second degree, killing Frank Edward Rhodes on the Bolton farm near Wyoming.

"By an arrangement made between County Attorney Pratt of Anoka and Dygart's attorney the indictment for murder in the first degree for killing of Mrs. Amelia Bolton was nolled. Mrs. Bolton and Rhodes, her cousin, were killed Sept. 12. Dygart was the hired man on the farm.

"As Dygart walked to the bar to receive sentence, Judge Giddings said: 'I only wish the law abolishing capital punishment had not been passed.'

"'So do I,' the prisoner replied presently, the same cool manner which has marked all his actions since his arrest three weeks after the murders were discovered.

"Dygart made a complete confession of the murders of Mrs. Bolton and Rhodes and also of killing John Hefstedt, a farmer living near Popular, Douglas county, Wis., in June, 1911. His remarks were taken in shorthand by a court reporter and when typewritten will make a book of many pages.

"Five and ten cent novels, bristling with stories of shootings and other murderous deeds were blamed by Dygart for his predicament as he related the story of his life to Judge Giddings.

"I used to read Diamond Dick's and all the 5 and 10-cent novels I could lay my hands on,' he said. 'As I grew older the desire to emulate the heroes of the novels grew too strong for me to restrain. That is why I shot John Hefstedt in Douglas county, partly why I killed Mrs. Bolton and Frank Rhodes.'

"Dygart told the story of the events that led up to the Bolton farm murders without a tremor. Not once did he raise his voice above a subdued monotone.

"The prisoner's father, Leonard Dygart, of Spencer, Wis., sat in the courtroom, his head bowed, listening to the tale of his son's disgrace. When the son had finished he arose, spoke to the attorneys for both sides, and then took his son in his arms to bid him farewell.

"Attorneys for Dygart asked the court to instruct the prison authorities to have an alienist examine the prisoner. Attorneys and members of the prisoner's family had contended he was insane.

"Dygart is 32 years old. He has a wife and a 6-year-old son. Divorce proceedings are pending."

LIST OF KANDIYOHI NIMRODS

Names of Parties Who Have Taken Out Licenses to Hunt Game Outside of Kandiyohi County.

The following persons have taken out hunting licenses for shooting game outside of Kandiyohi county: T. H. Tait, Louis J. Kropp, Peter Broberg, R. J. Weiss, Oliver Larson, H. O. Williams, T. Torkelson, Arnold L. Anderson, Otto Bjork, K. T. Otos, Henry Howell, Gust Bjork, Geo. Roetzer, Ernst Peterson, Elmar Broberg, Knute Johnson, Martin H. Hermanson, A. B. Hultgren, A. N. Baldwin, Oscar Smith, Elling Swenson, C. N. Peterson, Theodor Nygren, Arthur T. Otos, W. J. Sperry, Russell Spicer, Hjalmer Ruud, John M. Lange, Joe Horner, Oscar G. Olson, P. J. Ellingson, Obert Ellingson, Leonard Ehlong, Charley G. Carlson, Albert Berg, Harry Carlson, I. T. Cramer, Henry Winblad, G. J. Bjornberg, T. Torkelson, R. W. Stanford, E. S. Shipstead, D. J. Henderson, Ole O. Johnson, Mrs. Mathilda Larson, George Courtright, John Doeskin, Eddie Berg, Willie Berg and S. H. Stauffer.

Shadow Social.

An entertainment and shadow social will be given at the Monroe school house, Dist. No. 39, in Fahlun, Friday evening, Dec. 1, at 8 o'clock. Everybody welcome.

Lieut. Olofson, who has been detached with the local Salvation Army for four months has been transferred to the West Superior Corps. He will leave next Wednesday. A farewell meeting will be given for him Monday evening.

Miss Mabel Hagen went to New London on Saturday for a week's visit with relatives.

HAS INVENTED FARM TRACTOR

Nels H. Nelson, the Willmar Inventor, Has Perfected Gasoline Tractor for Small Farms.

Nels H. Nelson of our city has perfected an invention which promises to fill a demand among farmers. He is negotiating now with some eastern manufacturers to put it on the market. It is a gasoline tractor designed to meet the requirements of a moderate sized farm. There are a number of tractors on the market but most of them are for larger sized farms and will not meet the requirements of the ordinary agriculturist. This new machine is so designed that it will not only do some of the work on the farm where horses are now used, but will take the place of the farm horses all around, which the inventor claims no other gasoline tractor on the market today will do. This machine will take care of the work on a farm from two to six hundred acres. This machine is so designed that it will run thru a corn field with the corn five feet high and not injure the corn. It has a clearance under the axle and frame of five feet from the ground and the space will allow two rows of corn to pass under the machine. It has two double opposed motors, each 15 horse power, and each motor may be run separately or they can be all run together like a four cylinder engine. It is therefore, not necessary to run the full capacity of 30 horse power where 15 horse power will do the work, for such light work as pressing hay, grinding feed, shredding corn or other work where a small power is needed, and thereby will save half of the gasoline or oil used. It has a speed of from six to eight hundred r. p. m. and is controlled by a governor from the steering post at the hand of the operator. The reverse speed on the road is 1 7-16 miles per hour and going forward the lowest speed is two miles and the highest speed five miles per hour. The transmission and all the gears are all covered up with an oil tight gear case so as to keep the gears well oiled and at the same time free from all dust. The traction wheels are 7 feet in diameter with a 16-inch rim. The front wheels are 4 feet in diameter with a 12-inch rim and a wheel base of ten feet. The draw bar to which all the different machines or farm tools may be attached is adjustable to any heighth from 15 to 54 inches above the ground, so as to give a straight pull on all loads on different styles of machines attached to the tractor and also to give the clearance under the machine for corn, potatoes or any other kind of produce that will need cultivation. In the operation of the machine the driver is seated at the rear end of the machine in a seat which is fastened to a platform which extends all around on both sides from the rear to the forward portion of the machine. The operator may walk around to every part of the machine and inspect the same while the machine is in motion. The driver may connect one or both of the engines with the driving shaft and apply the power to the rear traction wheels. The engines or motors are arranged one in front of each traction wheel so as to bring the weight down low and at the same time balance the whole machine and distribute the weight more evenly between the wheels. This also helps to give clearance in the center and underneath the machine. The driver may at all times see under as well as over his machine when it moves along the field. The steering mechanism is built so that it does not make any difference how much the front end of the machine is thrown or tilted from one side to the other by uneven surface of the ground, for the wheels will always keep the machine in the center line to the will of the operator. The cooling system is by water with positive circulation by means of a gear draft pump on each engine. The system is so arranged that it can be drained in cold weather or any anti-freezing compound may be used. At the rear end of the cooler is a fifty gallon oil tank, which carries the fuel for the engine. The total weight of the machine will be 8,000 pounds, which will be less than that of any other tractor on the market. It will be the most simple tractor ever built for the farmer and it will take the place of the horse for the all around work on the farm. It is designed to pull four 14-inch plows in any ground and four corn cultivators in the field, two or three breaking plows and the same number of binders. It is a machine that will travel on any ground where four horses will walk. It will sell for less money than any other machine on the market for the same capacity of work per hour. The machine, no doubt, will prove a good seller and be a friend to the corn man, as it will do away with horses in cultivating corn. It will run anything from a cream separator to a threshing machine and may be used to haul the grain to market. One good feature is that there is not a bevel gear in the whole machine, which is an improvement over most of the other machines in the market to date. As the day seems to be coming when the majority of the farmers will use a small tractor in place of the draft horse, Mr. Nelson's invention seems to have a great field before it. The cost of operating the machine will be only a fraction of that of draft horses. A number of the farmers of the vicinity of Willmar, who are informed as to this new machine, declare that they will purchase them as soon as they are placed on the market.

Church is Dedicated.

Ostmark Swedish Lutheran church located east of Forest City village on the north side of Crow River and which has undergone extensive remodeling the past summer was dedicated on Tuesday and Wednesday of this week with appropriate exercises.

The exercises began Tuesday evening and the dedicatory sermon was preached Wednesday morning at 10 o'clock by Rev. J. A. Krantz of Duluth. He was assisted by Rev. B. E. Walters of Kandiyohi, Rev. G. O. Schoberg of Atwater, Rev. Alex Peterson of Christine, Rev. C. Swenson of New London and Rev. J. E. Linner of this city.

Dinner is served in the church basement today between the hours of 12 and 2.

The church is a very handsome structure, the basement is of stone and the superstructure of wood. With the exception of the tower the building is new. J. A. Eckblad of Litchfield was both architect and builder.

FEARFUL ACCIDENT AT BRECKENRIDGE

Conductor Pursley of Willmar Meets Death in the Railroad Yards at That Place.

James A. Pursley, for twenty-five years a conductor on the Great Northern railway, met death in an accident in the division yards at Breckenridge last night.

Mr. Pursley was checking over his train, at ten o'clock last night and was on the adjoining track to his train when he was struck by the switch engine and fearfully mangl d. Further particulars were not available at this writing.

James Alexander Pursley was born Nov. 5, 1856, at Waterford, Ontario, in the Dominion of Canada. He began railroading at the age of 19 years at Bay City, Mich., and later worked at Superior. Twenty-five years ago he went to work for the Great Northern, with headquarters at St. Paul. He came to Willmar ten years ago, and owns the home at the corner of Minnesota and Second Street. Twelve years ago Mr. Pursley perfected inventions of a "replacing frog rail" and a "tie and rail clasp" which were proven successful and from the proceeds of which, now beginning to come in, he had looked forward to a prosperous retired life. But this prospect was not to be realized.

On May 13, 1896, Mr. Pursley was married to Miss Olive Peters at Faribault, Minn. The family, prostrated with grief, consists of the wife, and four children—Marguerite, 14 years of age; John, 12 years; Catherine, 9 years and Richard, 8 years.

The profound sympathy of all the people of the community goes out to the afflicted family, in the loss of their beloved husband and father.

The funeral will be held next Friday, with Rev. D. B. Spencer, of the Presbyterian church as the officiating clergyman. The further details have not been arranged for at this writing.

Fair Furniture Changes Hands.

The Fair Furniture store is now the property of Mr. Martin Paulson of Wyndmere, N. D. A deal was consumated this week by which S. E. Magnuson disposed of the same to Mr. Paulson in trade for land in Ransom county, N. D. The invoice has been taken and the store is now temporarily closed until the new management takes possession, which will not be for probably a week. Mr. Magneson is now "on free foot" again but has not as yet decided on his future business plans.

Thanksgiving Proclamation.

WHEREAS, The Chief Executive of our nation has proclaimed Thursday, Nov. 30th, as a day for Thanksgiving and prayer, and Whereas, the Great Ruler of the universe has blessed our community with bounteous returns for our labors and has saved us from epidemics and disasters,

Now Therefore, I, E. C. Wellin, Mayor of the City of Willmar, do hereby request that all citizens cease from their labors and observe the day in a fitting manner and that all business houses be closed as far as practicable on that day.

Given under my hand this 22nd day of November, A. D. 1911.

E. C. WELLIN, MAYOR.

FINEST SLEIGHING FOR YEARS

The Heavy Snowfall Makes Good Sledding, But is Hard on the Threshermen.

Usually a Minnesota snowfall is followed by a strong wind which heaps the snow so unevenly as to make poor sleighing. Last week, we had the windstorm first and the snow fell afterwards. About eight inches on the level fell at Willmar. The snow has been so well packed on all the roads now that unless we should get soft weather, we are practically assured of the finest season of preholiday sleighing ever received here.

The wet and rough weather experienced thruout the fall put back threshing. It is estimated that one-tenth of the small grain of the county is still unthreshed, and there is any amount of corn shredding still to be done. The heavy snow-fall is an obstacle to the threshermen, as it makes it difficult to move the rigs. In some places whole settings have been hauled from the places where they were stacked to the threshing machines. In other places big snow-plows have been improvised with which to clear off the snow to facilitate moving the machines from one job to another. The largest amount of threshing still to be done is southwest of Willmar. Comparatively little grain has been marketed as yet.

BIG STREET CLOCK ON FOURTH STREET

Enterprising Jewelers Place a Fine Street Clock on Fourth Street So All May Read the Time of Day.

Anderson Bros. & Company, the enterprising jewelry and watch firm on Fourth Street have placed a large street clock on the outside of the sidewalk by their store, where it mav be seen from the depot and up and down Fourth street. In the evenings it is illuminated with electric lights. This is an improvement that will be greatly appreciated by the public, and will no doubt prove a good advertisement for its sponsors. The clock was manufactured by the Brown Street Clock Co., of Monessen, Pa., and has been placed at no little cost.

Royal Neighbors Ball.

The Royal Neighbors will give a dance next Tuesday evening, Nov. 28 at the Carlson Hall. Music will be furnished by Norin's orchestra of Litchfield. Tickets are $1.00 and twenty-five cents for extra ladies, lunch included.

The carcasses of six deer and one bear were transferred by the Great Northern Express Company at Willmar yesterday for St. Paul parties.

SARON CHURCH DEDICATED

Concrete Church Building at Spicer is Dedicated With Impressive Services Monday.

Last Monday was a great day in the history of the Swedish Lutheran Saron church of Spicer, when the church edifice was dedicated to its sacred purpose. The impressive services took place at three o'clock in the afternoon. Rev. J. A. Krantz, president of the Minnesota conference, made the principal address. The Revs. Linner of Litchfield, Ryden of Svea, Johanson of the Norwegian Hauge's Synod church and C. Swenson, the local pastor, assisted in the dedicatory exercises. Rev. Ryden made a short address. Appropriate musical selections were rendered.

A supper was served by the ladies of the church in the basement after which the annual harvest sale took place. There was a large attendance and the occasion was thoroughly enjoyed by all. The proceeds of the sale and supper amounted to about one hundred dollars.

The church building was erected several years ago, but was not completed and furnished thruout until the pl c season. It is built from cement blocks, and makes a fine appearance.

SEMINARY NOTES

Prof. A. C. Pederson and C. A. Pederson attended the funeral of their mother at Benson Friday.

Clifford Hanson enrolled in the Stenography Course last Wednesday.

The Osseo Literary Society will give a program next Tuesday evening.

Alma Syverson visited at her parental home over Sunday and Monday.

Henry Abrahamson enrolled Tuesday in the Teachers' Course.

Martina Pladson and Selma Berg visited with Ella Olson Sunday.

Sophus Larson visited a number of the classes Saturday.

Band practice was held last Thursday after school.

Harold Jordahl spent Sunday at his parental home at Norway Lake.

Paul Anderson enrolled Thursday in the Commercial Course.

Syneva Skaftedahl visited at her home in Dovre over Sunday.

Daisy Norman was absent Saturday.

Ella Hamann visited at her home home at Pennock over Sunday.

G. J. Bjornberg returned from his trip to Aitkin county with one deer as a prize. The party he was with killed three deer between them a week ago Monday.

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BAKING POWDER
Absolutely Pure
Used and praised by the most competent and careful pastry cooks the world over
The only Baking Powder made from Royal Grape Cream of Tartar—made from grapes

QUALIFIES UNDER HOLMBERG ACT

Svea School District Votes for the Consolidated Plan of Conduct- in Their School.

District No. 55, the Svea School, is the first school district in Kandiyohi county to qualify under the Holmberg Act as a consolidated school. At a school meeting held last Saturday evening, at which twenty-two votes were cast, this step was taken. Mr. E. M. Phillips, State Commissioner of Rural Schools, and County Supt. W. D. Frederickson, were present at the meeting. The district will qualify under "Class C" which requires only a total of twelve sections of territory and two teachers. Special State aid to the amount of $750 will be received. The district will have a year in which to prepare for the transportation of the pupils to and from the school. Before it can qualify into the next class, it will be necessary to have eighteen sections of territory and employ four teachers.

Whittier Wins, Then Quits.

The famous Whittier investigation resulted in a draw. The Board of Control exonerated Supt. Whittier from the charges of misconduct of his administration of the Redwing State Training School for Boys. But almost simultaneously Supt. Whittier tendered his resignation from the position. Gov. Eberhardt professes to be satisfied as long as he succeeded in ridding the institution of Whittier, and so everybody appears to be happy at the outcome of what has been one of the longest drawn out contests and official investigations in the history of the state.

YOUNG LIFE IS CRUSHED OUT

Alfred Olson, Laborer on Repair Track Killed Yesterday In Willmar Yards.

Alfred I. Olson was crushed between the cars on the store house track at 9 o'clock yesterday morning and died from the injuries in thirty-five minutes. With two other laborers, Martin Asp and Alfred Christopherson, he had been shoveling snow on the repair track. They had just passed between the cars, the draw bars of which were about a foot and a half apart, to deposit their shovels on the store house platform and were returning to the repair track. Martin Asp had passed thru and the victim of the accident came next. Chris Rasmusson, the hostler, was spotting a car at the store house. This car struck one of the cars just as young Olson was passing thru. The first bump, however, did not seriously injure him and he called wildly to have the car pulled back. The hostler was ignorant of what happened, however, and the car bumped a second time, which resulted in the fatal injury. The young man was taken to the yard office and the switch engine hurried down town for Dr. Frost, the railroad surgeon. The injuries were so serious, however, that nothing could be done and life was extinct thirty-five minutes after the accident. The father of the young man, who works at the round house nights, was near the scene of the accident and when he saw the fearful fate of his boy he collapsed and was taken home.

Alfred Ingvald Olson was born November 19th, 1891, in the town of Willmar, two miles north of the city, hence had attained his 20th birthday last Sunday. He is the son of Anton Olson Reite. About six years ago the family moved into Willmar and the boy has been working off and on for the last four years with the car repairing crew. The boy's mother is dead. Besides the father he is mourned by four brothers: John, Albert and Jens of this city, Melvin of Duluth; and one sister, Mrs. Albert Anderson of Duluth. The grief stricken family command the heartfelt sympathy of all the people of the community in their dire trouble. The funeral will occur Friday at one o'clock from the Free Lutheran church, Rev. M. B. Michaelson to officate.

Shoveling snow has been one of the pastimes of the householders of Willmar the past week. The snowfall has given employment to extra men upon the railroad.

WRECK OF FAST MAIL

Isaac I. Wright Engineer Instantly Killed—Funeral at New London Tomorrow.

Isaac Wright, an old Kandiyohi county boy, having spent his boyhood days in the Township of New London, was killed at his post as engineer of the fast mail in a collision with a freight train at Rugby, N. D., last Saturday night. We take the following particulars of the accident from Monday's Pioneer Press.:

"Rugby, N. D., Nov. 19.—Two men were killed and five were injured, one probably fatally, in a head-on collision between a Great Northern fast mail train and freight train six miles west of here last night. The engineer and fireman of the fast mail are the dead. The most seriously injured is a St. Paul man.

"The accident was caused, it is said, by failure of the freight train crew to obey orders. The dead—Isaac Wright, engineer, Devils Lake, N. D.; Michael O'Leary, fireman, Devils Lake, N. D.

The injured—Ned Price, express messenger fast mail, St. Paul, ribs broken, hurt internally; not expected to live. R. C. Wynn, conductor fast mail, Devils Lake, injured on head. William Rodinbaum, brakeman fast mail, injured. Dan Healy, mail clerk, Devils Lake, back injured. Jenkins, mail clerk, Devils Lake, injured on head.

FAILED TO SEE SIGNBOARD.

"The freight train had orders to take the siding at Tunbridge, five miles west of here. Engineer D. W. Acker of Minot failed to see the station signboard on account of the heavy snowstorm. Shutting off steam he permitted the train to roll along slowly while he kept a watch out of the window for the sign.

"Suddenly the headlight of the fast mail, No. 28, came into view. At a fifty-mile-an-hour speed the train plunged through the storm. Acker says he first tried to reverse and start backing. He had not en ugh time to do that. Calling to his fireman to jump, he set the brakes and sprang from the cab.

"A moment later the crash came. The freight engine was demolished. The heavy locomotive of the mail train bored through it and into the first car of the train. Then behind came the line of heavily laden mail cars to push the tank, with its tons of coal and gallons of water, on to the rear of the engine.

"Engineer Wright caught, apparently, in an effort to jump, was crushed between the sliding window of his cab and the gate of the tank. As he was shoved into the boiler head his body was released only to fall beside the boiler, which a second later exploded with a thunderous report.

FIREMAN TRAPPED IN CAB.

"Fireman O'Leary was trapped on the deck of his engine. With the fire door open, a shovel of coal in his hand ready to throw into the firebox, he had no opportunity to escape. The steel armored tank jumped upon him pinioning him against the hot boiler head where later his body was found.

"The mail clerks in the first car of the train, as is usual in similar accidents, were given no warning. Their first notification of the accident was the crushing in of the head end of the car.

"Price, the express messenger, was caught in the forward rush of the contents of his car at the sudden impact. Thousands of pounds of express matter was thrown about him, battering him to the floor. When the first seconds of terror were over members of the crew found him half buried beneath the heavy parcels and dug him out.

"The others injured were occupants of the first two cars of the fast mail, both of which were partially smashed. Only one car of the freight train was demolished, but many were thrown into zigzag positions across the track.

SPECIAL RELIEF TRAIN SENT.

"One of the crew members walked to the station here to seek relief. A special train, with physicians and nurses aboard, was started almost immediately, and brought the injured back. They were taken to the Good Samaritan hospital.

"Wrecking crews worked all night clearing away the debris of the accident and for hours it was feared that under the piles of iron, that had been the engines there might be found the body of another man. Sufficient progress had been made by morning, however, to determine that the list of dead contained only the names of the two.

"Engineer Wright, the first of the dead found, was one of the pioneer railroad men of North Dakota. Years ago, when the Great Northern first was built through this state, Wright was one of its employes. When the need for fast mail came he was the man who was selected by the railroad as engineer of the first mail train. Since that time he had never had a serious accident, and was looked upon as one of the most careful men the Great Northern had in its employ.

"Coroner Holbrook impaneled a jury this afternoon. The inquest will be held tomorrow."

Isaac Irving Wright was a native of New London having been born there Mar. 5, 1871. He was the son of John R. and Rebecca Wright. His father is dead, and his mother was married to a Mr. Dilley and lives at Foreston. A brother, John Wright, still lives on the old homestead at New London. He was in Willmar Monday enroute for his late brother's home. Isaac left New London about 19 years ago. He began wiping engines at the G. N. roundhouse at Devil's Lake, N. D. After a few months he began firing an engine, and after a year was promoted to engineer. As is stated in the press dispatch above, he was now consider d one of the best engineers in the service of the company. He was married and has three children. His home was at Minot, N. D. Mrs. Wright and children were visiting relatives in this county about three months ago. The sadly bereft ones have the heartfelt sympathy of all in their affliction.

Mrs. H. J. Ramsett of this city is a niece of the deceased.

The funeral will be held tomorrow (Thursday) at New London. The remains will arrive at Willmar on the coast train tonight and will be taken to New London on the afternoon train tomorrow. Services will be held at the Presbyterian church there conducted by Rev. Horatio Gates of Willmar. The remains will be interred in the Oak Hill cemetery.

SYNOD CHURCH BURNS AT BENSON

Fine Structure Becomes Prey of Flames An Hour Before Funeral of Minister's Wife.

Benson Times: A tall, smoke blackened, desolate chimney rising above the charred ruins of what was once a most populous place of worship is all that remains of the spacious Lutheran Synod church, which for a decade has stood, with its tapering towers, a prominent land mark on the southern edge of our city. Taken at midday, when most of its congregation were prepared to enter its walls on a sad and solemn duty, it slowly burned before their eyes, the loss laying an additional burden upon hearts already sore with grief.

The fire was caused by an overheated pipe in the basement, leading from the furnace to the chimney, which was too close to the woodwork. The janitor after starting the furnace some time in the forenoon to have the church warm for the funeral services of Mrs. Chr. Pederson, the beloved wife of the pastor, went to the northside school house and his other duties there. About twelve o'clock the volume of smoke pouring from the windows caused an alarm to be turned in from W. E. Lawson's house opposite. The engine got there in a reasonable time considering the deep snow which delayed some, but by that time the building was filled with smoke, the chancel and rear end in flames and the fire had run up between two sets of studding to the ceiling and roof above. From there it spread along between the roof and ceiling and the structure was practically doomed. Four streams of water were turned on and after a time the flames below were practically overcome, but the fire above, owing to the want of sufficient ladders to get about the roof, the unusual amount of poor hose which burst and the blowing out of some packing in the engine, which impaired its usefulness, the efforts of the firemen to stay the progress of the flames were vain and the people were compelled to stand and see the handsome edifice go up in smoke and flames. Notwithstanding the heat and smoke a number of able and willing workers did noble service in carrying out what they could. The two organs, the piano, the altar portrait, the seats and carpets, the dishes from the basement and even a number of stained glass windows were saved.

The church was erected in 1901, at a cost of about $15,000 and only last year was the last evidence of indebtedness paid. Policies, amounting to $7,000, of which $1,000 is on the fixtures, are in force and that much is left towards the building of another in its stead, towards which steps are already being taken.