

Our 30th Semi-Annual RED FIGURE SALE!

THE OLD PRICES IN BLACK FIGURES, THE PRESENT PRICES IN RED FIGURES, so that customers can see at once the exact amount of reduction. We now give you all and more than all the profit on EVERY SUIT and OVERCOAT in our Big Store, which means AN ACTUAL MONEY LOSS TO US OF THOUSANDS OF DOLLARS. We are determined to turn our goods into money AT ONCE, no matter at how much loss to us. That you may have an idea what this Great Reduction Sale really means, we mention a few reductions. Some garments are marked down more and some not as much as these we mention, but in every case they are SOLD FOR COST, and in most cases for MUCH LESS THAN COST. Remember, the present prices are in RED FIGURES, while the former prices are in BLACK FIGURES; so that you can see at a glance the exact amount of Reduction:

- \$50 Overcoats and Suits Reduced to \$40
- \$45 Overcoats and Suits Reduced to \$35
- \$40 Overcoats and Suits Reduced to \$32
- \$43 Overcoats and Suits Reduced to \$29
- \$30 Overcoats and Suits Reduced to \$24
- \$25 Overcoats and Suits Reduced to \$19
- \$20 Overcoats and Suits Reduced to \$14
- \$15 Overcoats and Suits Reduced to \$10
- \$10 Overcoats and Suits Reduced to \$8

All our Overcoats and Suits Reduced in same proportion, some more and some less. When the superior quality of our Clothing and the Low Prices for which we have always sold is considered, the importance of this Great Slaughter Sale can be realized.

ALL OUT-OF-TOWN ORDERS WILL BE FILLED AT RED FIGURE PRICES.

BOSTON ONE-PRICE CLOTHING HOUSE!

Third and Robert Streets.

ST. PAUL.

Third and Robert Streets.

JOSEPH McKEY & CO.

Three Floors and Basement Filled with Reliable Wear for Men and Boys.

ST. PAUL'S RELIABLE OUTFITTERS.

RED FIGURE SALE

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LUCE VS. LEGITIME.

The Yankee Admiral Gets to Windward of the Haytian General.

Legitime Eats Humble Pie and Surrenders the Haytian Republic.

Luce's Prompt Action Has a Salutary Effect on the Blacks.

All Is Quiet at Fort au Prince, But the Rebels Mean Business.

NEW YORK, Dec. 29.—Capt. Scudder, of the Dutch steamer Prins Maurits, which arrived early this morning, reports everything quiet at Port au Prince, from which point he sailed from New York on Dec. 22. Legitime was inaugurated president with great pomp and ceremony on the 10th. The Galena and Yantic were in port at the time. The Haytian Republic was lying outside the inner harbor moored to a buoy. President Legitime boarded the Galena, and had a conference with Admiral Luce. It is understood that he made no resistance to the demand for the Haytian Republic's release. The Yantic grounded in the inner harbor. Her officers afterwards made a survey of the harbor. Chief Officer Sibbice stated to a reporter that he found no excitement at Port au Prince, and that at other ports where he stopped he found an apparent general satisfaction with Legitime's presidency. The "Haytian Republic" was lying in the harbor of Port au Prince, literally covered with American flags, and everybody seemed to be making merry over the settlement of the difficulty. Capt. Sibbice states that there was no truth in the story of the bombardment of Cape Haytien, though all the northern ports were blockaded. Among the Prins Maurits' passengers were Comdr. De Leon, lieutenant in the Haytian army; Prof. M. Krouglier, H. Swogland and Mme. J. A. de Contreras, the wife of the Haytian general of that name. The three gentlemen are connected with the Haytian department of the North, and at once took passage on the French steamer La Champagne, which sailed from here for Havre this afternoon. They declined to make known their purpose in coming here. It was the belief on the vessel that these officers were going to France to make strenuous efforts to interest the French government in the Haytian difficulties, and if possible get that foreign power to

FURNISH A MAN-OF-WAR for the use of the army of the North. Mme. de Contreras has also evidently come here on a mysterious mission. She kept her own counsel on the voyage up and positively refused to talk about the purpose of her journey. Following is the report of a special correspondent, who accompanies the expedition to Hayti:

The United States steamship Galena and Yantic, which left New York Dec. 12, steamed into the harbor of Port au Prince Dec. 20 at 9 a. m. with shorted guns, torpedo boats, and a full complement of crew standing at quarters, to demand of the alleged Haytian government the instant release of the steamer Haytian Republic, on their terms in the outer harbor, Rear Admiral S. B. Luce transferred his flag to the Yantic, a draught of fourteen feet. The Yantic

SET FREE BY FRIENDS.

Bald-Knobbors Batter Down the Doors of a Missouri Jail.

Two Members of the Organization and Five Other Prisoners Liberated.

The First Named Were to Have Been Hanged in Eternity.

Chief Walker and His Son Are Still in the Law's Clutches.

OSARK, Mo., Dec. 29.—Bald-Knobbors broke open the jail last night and released John and Wiley Matthews, who were there under sentence of death, and five other prisoners. The four Bald-Knobbors who were sentenced to hang for the murder of Charles Green and William Wrens on March 11, 1887, were David Walker, better known in Christian county as "Bull Creek Dave"; William Walker, his son; John Matthews and Wiley Matthews, his nephews. None of the condemned have reached yet their fiftieth year, and W. Walker is not yet nineteen years of age. The condemned were to have been executed on May 18, 1888, but on an appeal to the supreme court they escaped the gallows temporarily. Last October the supreme court affirmed the decision of the Christian county circuit court and fixed Dec. 28 as the day of execution. The sensational trial turned attention to the Bald-Knobbors from all quarters, and the not long since, was at the head of the organization, who admitted the assault of the Bald Knobbors on the Eden home, but pleading he did not arrive until after the shooting had ceased, and that the most prominent features of Bald Knobbism is that the majority of the prominent members of the band are devout church members. Especially is this true of Chief Walker, who was a temperance advocate and generally devout man. He can not see yet that the Bald Knob regulators were other than champions of the right, who saw North Clark street, when a mistake in the Green-Eden killing. He has asserted confidently all along that he would never be hanged.

BIRTHPLACE OF BALD-KNOBBISM.

Early-day lawlessness caused the formation of a league for the protection of life and property in this wild country. The regulators first came into prominence when the notorious Frank and Tubal Taylor entered the home of a Mr. Dickinson, in Forsythe, Missouri, and murdered the inmates. They were captured by the new law and order league and lynched. Capt. Nat Kinney, who was killed by a follower at Ozark, not long since, was at the head of the organization at that time. Christian county, which adjoins Taney, first adopted Bald-Knobbism in 1885. Dave Walker was the first leader and the membership soon reached between 300 and 400. Each newcomer to the county was invited to join the order and the majority did so. There was a fearful ordeal for the candidate, who expected to be inducted into some fraternal society composed of neighbors, found himself in the dark recesses of the St. Louis & San Francisco extension from Springfield southeast. A saloon was started there, and

AFTER DEMORALIZATION ENDED. After due warning from the Bald-Knobbors, which was disregarded, one bright night in the summer of 1886, the famous regulators entered Chadwick's house and emptied the liquors belonging to the saloon into the streets. Later on this was repeated and the traffic broken up. There were numerous visits

AT LAKE SUPERIOR'S HEAD

Duluth Elevator Men After the Warehouse Commission.

A YEAR'S MARINE BUSINESS.

Deals in Realty Still Very Numerous—Doings of Society People.

Special to the Globe. DULUTH, Dec. 29.—Duluth elevator men will test the stamina of the state warehouse board, and see whether or not the commission is state or local in its construction and application of grades. Yesterday Inspector Sheley was asked to inspect a car of wheat taken from one of the elevators, on its merits. In perfect fairness, Mr. Sheley refused to do this, because it is directly and specifically forbidden by law. The superintendent of the elevator company, George Rupley, thereupon appealed the case to the state commission, and to the tender mercies of that august body that is now constituted. It is claimed by Duluth men that the commission must now show up, and either admit that it has extended favors to Minneapolis private concerns not given to others, or knowingly encourage a violation of law. The question involved is a straight one and not to be dodged. What the state board will do with it is a question, but its acts will be watched by Duluthans with an interested spirit that brooks no dodging.

MARINE BUSINESS.

Collector Moon completed his annual report of the business transacted at Duluth's custom house Friday, the last day of the season having tied up two days previous. The value of domestic exports for the season was \$1,747,740, 287,858, against \$3,888,125 in 1887 and \$2,419,447 in 1886. The transit trade of merchandise for 1888 was \$35,194, or three times greater than the preceding year. Shipments of iron ore aggregated 510,325 tons, against 390,407 gross tons in 1887. Wheat receipts have been 3,002,374 bushels, while shipments were 13,960,302 bushels. Corn, 236,620 bushels; shipments, 434,864. Oats, 46,604; shipments, 46,964. Barley, 24,002; shipments, 34,062. The decrease in shipments of wheat was 6,319,271 bushels, caused by the crop shortage and demand of Minneapolis mills. Increase in the shipments of corn, oats and barley aggregating 361,918 tons. Receipts of flour in barrels aggregating 1,747,740 shipments 1,746,045, against 1,325,832 and 1,322,725 respectively in 1887. Coal receipts for the past three years are given as follows: In 1885, 426,000 tons; 1887, 432,200 tons; 1888, 432,644. The number of passengers carried were 101,941, an increase of 16,314 over last year. Only \$6,700 was lost by fire and wreck, a decrease of \$4,700. Three hundred and twelve patients were treated at the marine hospital, at a cost of \$825. The report of opening and closing of Duluth harbor for 1888 is as follows:

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