

VOL. XIX.—NO. 295. BULLETIN OF THE ST. PAUL GLOBE. WEDNESDAY, OCT. 21, 1896.

Weather for Today—Fair and Warm.

PAGE 1. Train Robbers Felled. James J. Hill Nails a Fake. Twelve Persons Drowned, Coos Bay. Registration is Again Heavy. Race Between Wheat and Silver.

PAGE 2. Council Not to Have a Pace. Labor Honors Eugene V. Debs. The Coming of Gen. Palmer.

PAGE 3. Minneapolis Registration 38,000. Flour City Without Water. Man Killed at an Elevator.

PAGE 4. Editorial. Joel P. Heatwole's Hard Fight. Bryan's Trip Through Ohio. Faston a Fizzle in Georgia. Tom Watson's Ultimatum. Winnipeg Crew Going to Henley.

PAGE 5. Harrison Stumping Indiana. Bar Silver, 67 1/2. Cash Wheat in Chicago, 70 1/2. Stocks Strong and Higher.

PAGE 7. Wants of the People. The Crow Wing-Cass Boundary. The Castles Are Held.

TODAY'S EVENTS. Met.—Old Homestead, 2.30, 8.15. Grand—In Old Kentucky, 2.30, 8.15.

MOVEMENT OF STEAMSHIPS. NEW YORK—Arrived: Westernland, Antwerp. Sailed: Mannheim, London; Celtic, Liverpool; Spree, Bremen.

And the next day it snowed. The diffusive qualities of the Sevall barrel are still far below par.

Yesterday's crisp weather chilled the ardor of the Rice park orators. It is a neck-and-neck race between Myron R. Kent and the hemp.

The man who used to steal horses is now giving his attention to bicycles. Mr. Peffer hasn't even taken time to get shaved during the whole campaign.

Simon Bolivar Buckner! How that name rolls on the tongue! Take a look at the great Kentuckian Friday night.

You did not register? How careless! You have another chance Saturday afternoon.

Why not hire Mr. Tynan to aid you, Mr. Bryan? He is crying "Down with England" too.

There are several places on earth already where one can get a dollar a bushel for wheat.

Chicago Gas rose steadily yesterday. And yet there is more gas than anything else in Chicago.

Benjamin Harrison began stumping Indiana yesterday just as the cold wave struck that state.

Horrible thought! Perhaps some mail clerk stole that Watson letter with the expectation of finding \$16 in it.

A New York bride was yesterday presented with \$1,000,000 by her mother. The bridegroom, a foreigner by the way, made no protest against the gift.

All parties appear to have agreed on Oct. 31 as flag day. It may occur to the Halloween prank player to decorate the flag on the evening of the same day.

Hon. T. M. Patterson, of Denver, says Michigan is for Bryan with heart and emphasis. Isn't the Peninsular state really for him with a club, Mr. Patterson?

Gen. Grosvenor is out with another estimate. This time he gives McKinley 222 votes. He will have worked his enthusiasm up to 350 for McKinley by this time next week.

The greatest trick before the American people—Palmer and Buckner—is moving this way. The conscientious voter can cast a ballot for it without being ashamed of himself.

Women are nearly one-sixth of the stockholders of national and state banks and own one-fourth of the shares of stocks. Now, please yell again: Down with the banks. It is so manly.

A New York couple got married and did not know it until they found the record of the wedding at the bureau of vital statistics. The Raines law is not the perfect thing that it is claimed to be.

France refuses to learn political economy in the school of our economists. She buys abroad more than she sells abroad. Her purchases for the first eight months of the year exceeded the sales by \$12,555,000 francs.

There is evidence of inharmoniousness between Tom Watson and the Populists of Kansas. He ordered his name left off the electoral ticket, and the Populist state committee is trying to mandamus it on again. Mr. Watson is dead, and the wishes of the dead should be respected.

England persists in her downward course. The balance of trade still runs heavily against her. She imported \$28,286,815 worth of products in the eight months ending with August, and exported \$19,833,973 worth. It is a marvel how she has managed to escape a receiver.

The man who refused Billy Bryan the position of theatrical advance agent a few months ago may think better of the Nebraska affair his October tour is over. The evidence at hand indicates that Bryan would make a great hit as advance agent for a barn-storming party.

TO ROB N. P. TRAINS

TEXAS BANDITS RENDEZVOUS IN CROW WING FOR WHOLESALE WRECKING.

BUT DO NOT GET TO ACTION

ON ACCOUNT OF ONE OF THEIR CONFEDERATES LOSING HIS NERVE.

HALBERG TURNED INFORMER.

Crow Wing County and Railroad Officials Broke Up the Dastardly Plot.

One of the gang squealed, and therefore a most diabolical plot for the wholesale wrecking of Northern Pacific trains in Crow Wing county has been foiled.

The man who tipped off the plot to the Northern Pacific officials was Charles Halberg, but so anxious was he to protect himself at the same time that the would-be robbers discovered they had been betrayed, and, after shooting at the informer, they decamped and all traces of them have been lost.

The detectives and special agents in the employ of the Northern Pacific, however, have complete descriptions of the men. But, as no overt act was actually committed, they will content themselves with keeping the bandits out of this country.

The scheme was one of the most atrocious ever concocted in the Northwest. It did not stop at the simple stopping and holding up of an express or mail train, but it included the wrecking of the night express trains on three different branches of the road and the robbing of the express cars and passengers.

Sheriff Henry Spalding, of Brainerd, and Special Agent W. J. McFetridge, of the Northern Pacific claim department, who were detailed to look into the case, have both made their reports to the road concerning their investigations, and they give a very thrilling story.

The plot was known to the Northern Pacific officials as early as Sept. 23, and officers have been investigating it ever since. It was only last Saturday that the plot was considered "dead" enough to mention outside of the secrecy of the company's private offices.

The officials of the company and Crow Wing county believe that had the plot not been "tipped off" by Halberg there would have been a series of the most horrible wrecks the state ever witnessed. The men who planned the proposed outrages are known to have had criminal records in Texas and Indian Territory some years ago.

INCEPTION OF THE PLOT. On September 23 the first intimation of the plot reached General Manager Kendrick in a letter from Charles Halberg, of St. Mathias, a little station near the old main line of the Northern Pacific, and eight or ten miles south of Brainerd.

Halberg lives in a little house on a plot of farm land. He came to Minnesota some fourteen or fifteen years ago, and is a justice of the peace and a member of the town board of St. Mathias. Little is known of his past history except that he came from the South years ago. He often takes boarders in his house if the town is full, and makes a fair living in different ways.

The story of the inception of the plot as told by Halberg and dug up by the officers, is as follows: On September 26 Halberg was sitting in his house about 8 o'clock in the evening smoking a pipe. He was aroused by hearing a knock and on opening the door was confronted by a man who asked the privilege of entering. Halberg admitted the stranger and the latter entered into a conversation about the South. He soon revealed himself as an old comrade of Halberg's in Texas and New Mexico thirteen years ago, and gave his name as "Doc" Cherry. Halberg recognized the man and the two talked for some time about old times. Cherry admitted that he had been run out of the South for stealing cattle from the ranges and committing other depredations of a like and more serious nature. He soon announced to Halberg that he was in the North on "business" and promised to unfold its nature if Halberg would keep mum. The latter promised, whereupon Cherry stated that he was one of a gang which had come up from the Southwest for the purpose of robbing and wrecking Northern Pacific trains, and was looking over the ground. He said that there were thousands of dollars moving back and forth

over the line at this time of the year in payment of grain moving from the Northwest to Minneapolis and Duluth, and that nearly every one who was on the sleeping cars carried plenty of money. Cherry declared that the old game of stopping express trains and blowing up the safes was a "dead game" and that there was nothing in it nowadays. He wanted Halberg to become a partner in the venture, and Halberg says he gave the impression that he would agree. Whereupon Cherry went to the door and called for another man to come, whose presence was not expected until later by Halberg. Cherry called the newcomer by the name of Dorn. The latter wore a mask over his face, and in all subsequent dealings Halberg says he never saw the face of the stranger. Cherry stated that none of the men in the gang were to be seen, and that the only reason he had not masked his own face was in order that Halberg could recognize in him an old friend.

Halberg says that the three sat and talked the scheme over for two or three hours, the newcomers revealing a very complete system. The night trains were to be wrecked by means of dislodged rails, which would be unspiked, but left in position so that the moment the forward wheels of the engine struck them, they would turn over and cause a wreck. The strangers said they had been in the vicinity for a week or more, and were convinced that Crow Wing county was an ideal place to carry the plot into execution.

Halberg agreed to think the scheme over, and the men promised to come again the next night. They said they were living in a secret dugout on the west side of the river, not far from Brainerd. Halberg declares that he was afraid to refuse to go in on the deal, after once allowing the men to unload it to him, but that on second thought, he came to the conclusion that the best thing he could do would be to pretend to agree and then give the snap away to the officials of the road.

The next night the same two men called again. Cherry wore a slouch hat over his eyes, and Dorn was masked as on the night before. The three drank whisky until after midnight, and talked the thing over. Cherry was always the spokesman. He informed Halberg that the territory to be worked included three branches of the Northern Pacific, and that the exact time and place for the consummation of the first deed would not be known until their "Eastern informer" gave them a tip as to when a "rich load" would start from St. Paul. He declared that there were four in the gang, and that Halberg would make the fifth. His services were needed on account of his familiarity with the country and its officers. Cherry further told Halberg

that the "captain" of the gang was acting as Western informer, and that there was another man on the Eastern end of the line. Both "informers," he said, were already spotting trains and were waiting to receive the tip that all was in readiness. When all was ready, the "captain" and the other member would come on the train just preceding the one to be wrecked, and would take part in the raid on the passengers. One of the "captains" was in a place where it could never be found. The second and third retreats were within the triangle formed by the Northern Pacific line to Duluth, the old main line running to Brainerd and the new "cut-off" running to Staples. There is almost a perfect triangle formed by these lines in the center of which there are many square miles of territory. The fourth retreat was to be at Halberg's house at St. Mathias. The floor was to be fitted with a trap door and in case the bandits were hard pressed they were to conceal themselves under the floor until it was safe to come out. The secret retreat to be used would of course depend upon the line of railway operated on. In case the old main line train was wrecked, Halberg's house was to be used. If the trains on the Duluth branch were wrecked, the dugout near Brainerd and west of the river was to be used, and if the through trains over the "cut-off" were derailed, either one of the two dug-outs within the triangle could be gained before the officers or posses could start in pursuit.

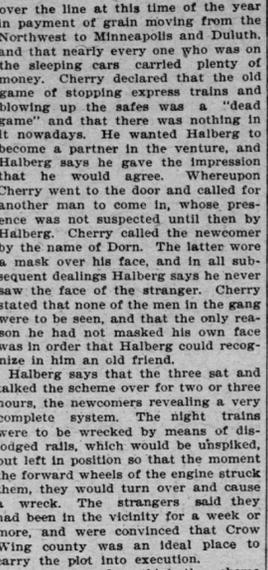
Cherry said the elevator man have not the funds to move it with. Where the margin of profit for the grain men from the granary to the primary wheat market is usually two and a half to three cents, this year they have been making it five. Prices have not been so low here for years, compared with the New York prices as they are now. Holders of wheat are extremely anxious to get it turned into money as quickly as possible. There is no money to be had to move the wheat crop except at exorbitant rates of interest. That is where the trouble lies. The wheat is being moved as fast as it can be taken from the granary, and is available for its carriage, but elevator men who in previous years have been easily able to get enough money to get the crop and carry a portion of it along,

the New York Morning Journal yesterday published a sensational story to the effect that James J. Hill, Charles A. Pillsbury, W. D. Washburn and other Northwestern capitalists had formed a gigantic combine to corner wheat and raise the price to fabulous figures. The story, which occupied a full page of the silver organ, went on to state that there were large amounts of wheat in the Northwestern elevators which were held, not by the farmers, but by wheat speculators.

By the story, he it said, gained little credence, in view of the very apparent causes for the present advance in the demands made for American grain by foreign countries. Mr. Hill's optimistic views as to wheat prices as given to the world from time to time in newspaper interviews, as well as in his advice to farmers to hold their wheat, would have served to have classified him as a "bull" if he had been an active operator on the market, but beyond this there does not seem to be any reason for the publication of such a story as the one given to the world by the Journal.

As early as the first week in September, when wheat was selling at 52 to 54 cents, Mr. Hill was quoted in the Globe as of the belief that wheat would go to 70 cents in a very short time. As he said last night:

"This belief I communicated to a number of farmers whom I met during that time. It was based on natural laws and not on any expectations of a speculative demand. It is generally the case that years of overproduction are followed by short crops. The present famine in India has greatly increased the natural demand for this grain. Russia is a large buyer. The Russians have sold wheat two and three months ahead, far beyond their ability to deliver, and now they are in sore straits. Some of them have paid 12 cents for wheat merely to be relieved of their contract. They cannot get the wheat there to fulfill their expectations. "Anticipating, as I have, a rise in prices, I have held my own wheat, the product of my farm, but that is all the wheat I hold. I have last year's crop, too, for the reason that I did not think the price was enough for it. "The story is preposterous; it is worse. It is malicious. It is without foundation in fact, and I do not hesitate to say that the man who wrote it knew it to be false when he wrote it. "Mr. Hill at this point read a telegram he had just received from the New York Herald at that paper's request, and it was equally plain and pointed. "Any one who has watched the conditions of the market," continued Mr. Hill, "will see how ridiculous is the story thus printed. There is no wheat in the elevators of the Northwest, either in the terminal or the country elevators. Occasionally there will be found an accumulation in some distant warehouse, where there has been difficulty about securing cars for shipment, but that is all there is. The percentage of wheat being held in elevators is much less this year than it has been at this season ordinarily. The elevator men have really been depressing prices to discourage farmers from throwing their grain upon the market when the elevator men have not the funds to move it with. Where the margin of profit for the grain men from the granary to the primary wheat market is usually two and a half to three cents, this year they have been making it five. Prices have not been so low here for years, compared with the New York prices as they are now. Holders of wheat are extremely anxious to get it turned into money as quickly as possible. There is no money to be had to move the wheat crop except at exorbitant rates of interest. That is where the trouble lies. The wheat is being moved as fast as it can be taken from the granary, and is available for its carriage, but elevator men who in previous years have been easily able to get enough money to get the crop and carry a portion of it along,



WHEAT EASILY OUTWHEELS SILVER.

NAILS IT AS A FAKE

JAMES J. HILL CALLS THE NEW YORK JOURNAL FLATLY DOWN.

FALSEHOOD AND IT KNEW IT.

MR. HILL EMPHATICALLY DENIES COMPLICITY IN ANY CORNER IN WHEAT.

BUT HE BELIEVES IT WILL RISE STILL HIGHER, ESPECIALLY IF CONDEMNANCE IN THE GOVERNMENT IS RESTORED BY THE PEOPLE.

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The wreck occurred not far from the spot where the whaleback steamer Wetmore was cast away some years ago.

LAKE STEAMER SUNK.

No Way of Identifying the Wreckage Discovered.

SANDUSKY, O., Oct. 20.—Intelligence has just reached this city from Lac Seul point, that a vessel foundered in the lake off that point some time last week. Last Thursday, as Capt. Cleaves and a crew of fishermen were near their grounds, they noticed a lot of wreckage. With the aid of a glass, the captain and his crew say they were able to see a spar projecting from the wreckage some distance away. On going to it, they found that a vessel had been sunk, and the captain is of the opinion that it was a steamer. There was nothing in sight by which the name of the boat could be ascertained and no information has been received from any source that a vessel had been lost, but it is certain that a vessel has gone down at that point, and undoubtedly with all on board.

HENRY ABBEY'S FUNERAL.

Attended by Many Prominent Stage Folk.

NEW YORK, Oct. 20.—Funeral services were held today in the Church of the Puritans in this city over the remains of the late Henry E. Abbey. The pall-bearers were: Wm. Steinhilber, Robert Dunlap, Edward Lauterbach, George L. Rivers, A. W. Palmer, Augustin Daly, Frank W. Sanger, George G. Haven, D. O. Mills, James H. Brewster, M. Coleman, John Burke and Walter Damosch. Following these, as the cortege passed down the middle aisle of the church, came the chief mourners: John B. Schoeffel, Mrs. Kingsley, Mrs. Katherine Abbey, Mrs. Zinn, Myron B. Rice, the attaches of the Metropolitan opera company and others who had intimate business relations with Mr. Abbey.

There were in attendance a great number of prominent theatrical people. Among them were: Charles Frohman, Daniel Frohman, Signor de Vivo, Henry Dugan, John Matthews, Jacob Litt, E. Erlanger, Wm. Bronson, W. A. Brady, Wm. Sells, Henry Wolfson, Ada Gilman, Augustus Heckler, Charles E. Rice, Robert McWade, Rudolph Aronson, A. H. Canby, Horace McKiever, G. Holbrook Curtis, Tom Karl, E. E. Rice, George C. Boniface, Agnes Booth, E. H. Bohren, F. E. Proctor and many others. The remains of Mr. Abbey will be buried in the grave of his first wife at Northampton, Mass., to which place they were taken today.

CALIFORNIA HARBOR BOARD.

All Five Members of It Have Been Named.

WASHINGTON, Oct. 20.—The river and harbor bill passed at the last session of congress contained a provision that the location of a deep water harbor in the state of California should be determined by a commission to be composed of a naval officer to be detailed by the secretary of the navy, an officer of the coast and geodetic survey, to be detailed by the superintendent and three civil engineers to be appointed by the president. This board has been organized as follows: Detailed by the secretary of the navy, Rear Admiral John C. Walker; detailed by the superintendent of the coast and geodetic survey, Assistant Augustus F. Rogers; appointed by the president, William H. Burr of New York; George S. Morrison of New York; Richard P. Morgan, of Illinois.

COOS BAY TRAGEDY

TWELVE OF THE PASSENGERS AND CREW OF THE ARAGO DROWNED.

SHE WENT ON THE ROCKS.

THE DISASTER WAS THE RESULT OF AN ATTEMPT TO LAND.

LOADED SMALL BOAT OVERTURNED.

None of the Bodies of the Victims of the Accident Have Been Recovered.

MARSHFIELD, Or., Oct. 20.—The steamer Arago, owned by the Oregon Coal & Navigation company, from Coos Bay for San Francisco, was carried by the current and driven on the rocks of the jetty at Coos Head today. She will be a total loss. In attempting to land a boat load of the passengers and crew, the boat was capsized. Twelve were drowned, four passengers and eight of the crew, of which the following is a partial list:

E. M. MCGRAW, Coquille City, passenger; JOHN NORMAN, Marshfield, passenger; RICHARD WALTERS, Oakland, passenger; Mr. P. WHITFIELD, San Francisco; ERIC WALLA, San Francisco; fireman; RICHARD PATTERSON, San Francisco; steward; A. FERNANDEZ, chief cook; W. E. BROWN, chief engineer; J. KURGER, sailor; HARRY SANDERS, sailor.

The accident occurred during a heavy fog. What is left of the steamer to be seen, is two spars projecting upon the beach. The survivors were brought to Empire City on the tug Columbia. None of the bodies were recovered. The Arago was built by the Union Iron works in 1885. Her gross tonnage is 947 tons. She has long been in the coasting trade. Of late years she has been engaged as a collier, carrying coal from Coos bay ports to this city. She was commanded by Capt. Reed. Her full complement of men and officers was 28.

At this season of the year, the Coos bay has been blown, is usually not very rough, though if the wind is in the right quarter, the seas roll mountain high. Navigators always approach the entrance to the bay with more or less trepidation. Before the jetty was constructed, Coos bay bar was one of the worst bars on the coast, not excluding the one at the mouth of the Humboldt bay. The improvements, however, have reduced the dangers that once existed.

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CALIFORNIA HARBOR BOARD.

All Five Members of It Have Been Named.

WASHINGTON, Oct. 20.—The river and harbor bill passed at the last session of congress contained a provision that the location of a deep water harbor in the state of California should be determined by a commission to be composed of a naval officer to be detailed by the secretary of the navy, an officer of the coast and geodetic survey, to be detailed by the superintendent and three civil engineers to be appointed by the president. This board has been organized as follows: Detailed by the secretary of the navy, Rear Admiral John C. Walker; detailed by the superintendent of the coast and geodetic survey, Assistant Augustus F. Rogers; appointed by the president, William H. Burr of New York; George S. Morrison of New York; Richard P. Morgan, of Illinois.

VOTERS ARE ALIVE

THE REGISTRATION YESTERDAY, TAKEN IN FOUR WARDS, WAS AGAIN HEAVY.

TOTAL FOR THE TWO DAYS

IS ALMOST AS HEAVY AS THE EN-TIRE REGISTRATION LAST SPRING.

SEVENTH WARD IS A SURPRISE.

There Are Already 2,425 People Qualified to Vote as Against 2,371 for Last Spring.

There's no mistaking the fact that the people are alive to the necessity of voting this fall. A week ago, on the first day of registration, more voters placed their names on the polling lists than ever before on