

TOO WARM TO MARCH

FEATURE OF THE DAY AT CAMP LAKEVIEW OF NECESSITY ABANDONED

PLANS FOR GOVERNOR'S DAY

Gov. Lind and the Members of His Staff Will Review the Third Regiment on Wednesday—The Men Are at Work on the Rifle Ranges—Officer Injured by a Falling Horse—Camp Notes.

CAMP LAKEVIEW, Lake City, July 8.—(Special.)—What was to have been the military feature at Camp Lakeview today was prevented by unduly warm weather.

Gov. Lind will be in camp Wednesday. He will arrive with his staff on the morning train, and put in the day looking over the regiment and the grounds, and in the evening will inspect the regiment and return home.

The regular inspection of quarters and equipments will be held by the commanding officer tomorrow morning at 9 o'clock. Orders were issued yesterday for each company to put their tents in the best possible condition for inspection by the colonel and officers.

The work at the range is progressing rapidly. Today Sergeant L. C. Bird, of Company B, made forty-five out of a possible fifty, and F. E. Rushe, of Company C, made forty-six.

Company A—O. Hagen, 20; C. H. Hunter, 21; E. W. Duxee, 22; B. Searle, 23; E. B. Price, 24; L. Rhoades, 25; A. R. McVane, 26; E. F. Bergeron, 27; A. Pratt, 28; J. J. Smith, 29; B. Hunter, 30; G. Campbell, 31.

Company B—L. C. Bird, 40; F. H. Hunter, 41; E. W. Duxee, 42; B. Searle, 43; E. B. Price, 44; L. Rhoades, 45; A. R. McVane, 46; E. F. Bergeron, 47; A. Pratt, 48; J. J. Smith, 49; B. Hunter, 50; G. Campbell, 51.

Company C—J. Murray, 41; G. Musolf, 42; E. Samsom, 43; C. A. Semack, 44; D. Anderson, 45.

Company D—O. J. Olson, 23; O. J. Leich, 24; F. Samsom, 25; C. A. Semack, 26; Company E—L. B. McNeill, 27.

Company F—H. H. Miller, 28; E. R. Rice, 29; J. Wickman, 30; C. Freeman, 31; W. A. Becker, 32; A. Griest, 33.

Company G—W. H. Schorge, 34; R. C. Keyser, 35; G. J. Baker, 36; A. R. McVane, 37; J. C. Feyer, 38; A. R. McVane, 39; G. J. Baker, 40; E. Dampert, 41; Company H—J. Healey, 28; A. B. Wells, 29; E. Callahan, 30.

CAMP NOTES. Maj. Persons, of Zumbrota, arrived in camp yesterday and took charge of his battalion at dusk.

Corporal W. H. Comer, of Company B, of St. Paul, has been detailed commissary of his company.

Mrs. Van Duxee, who is stopping at Lake City, was a visitor at camp this afternoon, a guest of her husband, Col. Van Duxee.

Private G. Holtquest, of Company G, was detailed as the colonel's orderly today.

Corporal F. Yochum has been detailed as commissary sergeant of Company B.

Lieut. A. Caswell, late of Company M, Fourteenth Minnesota volunteers, and his wife, of Princeton, are guests of Company B.

Mrs. R. Little, of Duluth, is in camp visiting her husband, Lieut. Little, of Company C.

A ball game has been arranged to take place at the Driving park in Lake City between Company I, of Morris, and the Mazepa team.

A number of the officers were entertained at headquarters last evening, the guests of Capt. Ed Bobleter.

Lieut. Caswell was granted a leave of absence yesterday to go home and look after important business matters.

Mrs. F. and Miss Holmes, of Company E, and Miss Falk, of Company F, are guests of Company E at camp.

C. Bennett, of Battery B, came down this morning to look after some business matters.

STILLWATER.

Porto Rican Prisoner Something of an Athlete—Week's Social News.

Rafael Ortiz, the Porto Rican prisoner who is serving a life sentence at the prison for the murder of an American soldier, has been assigned to work in the prison tailor shop and storeroom but will soon be transferred to the dining room.

Ortiz, like most people of his race, is quick and active, and did considerable to amuse his fellow prisoners on the fourth of July, when they were permitted to spend the forenoon in the prison yard.

He doesn't speak a word of English and tried hard to find some one with whom he could converse in Spanish. There are two prisoners at the institution who speak Spanish fluently, and Ortiz found them and spent considerable time discussing prison life and other matters with them.

Later he confided to them that he was somewhat of an athlete, and when the Minnesota State band arrived at noon he amused all people by tumbling in time with the music. Ortiz stoutly maintains that he never should have been sent to prison for his crime, and, after waiting a few minutes, probably ask that the government do something in his behalf.

The board of county commissioners will meet next Tuesday to review the work of the town assessors. The total personal property valuation is about \$65,000 higher than the valuation returned by the assessors last year.

The total log output at the St. Croix boom this far this season is 128,000,000 feet.

Miss Clewell, Miss Connolly and Miss Hermone Sheppard have returned from a trip to Hannibal, Mo., on the steamer Lizzie Gardner.

D. J. Sullivan and wife, of Indianapolis, Ind., who have spent several days with Stillwater relatives, will return home this week.

Abe Rohrbach expects to leave in about two weeks on an extended trip to Europe.

Mr. and Mrs. Towle, of St. Paul, will be in camp Wednesday.

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PITY FOR DREYFUS

CRUEL TREATMENT OF THE PRISONER ON DEVIL'S ISLAND—MAKES HIM FRIENDS

AT MERCY OF TORMENTORS

As the Cause of Dreyfus Went in Paris So Was His Punishment Meted Out in His Prison House—Mangled With Rough Shackles That Lacerated the Flesh and Fed Like a Common Convict.

PARIS, July 8.—The facts which are gradually leaking out concerning the shamefully cruel and illegal treatment of Capt. Dreyfus on Devil's Island are gaining him more and more public sympathy. An entire revolution in opinion is imminent. In this connection M. Reinach related to me some terrible facts just told him by Capt. Dreyfus' brother. "Some days," he said, "Capt. Dreyfus was provided only with convict's food, and for months at a time he never received the letters of his wife and brother. The temperature on that island, even on winter nights, never fell below 70, and sometimes Dreyfus sank under sunstroke."

"The treatment of the prisoner varied according as his cause in France improved or grew worse. As an instance, increased severity coincided with the passage of the law removing his case from the criminal chamber. When Lieut. Col. Picquart discovered the error and got on the track of Maj. Esterhazy, Dreyfus was put in irons for two months. When the order came during the night following the receipt of the dispatch two crescent-shaped, roughly made shackles were fastened together with a heavy bar. Dreyfus was stretched on his pallet, racked with fever. The irons were fastened to

his feet, and every morning the more kindly-hearted doctor dressed his bleeding ankles. The next day the torture was repeated, and it continued thus for nearly ten long weeks.

The prisoner kept a journal. They took it away from him. His jailers were prohibited from speaking to him, and to tell him lies. They said: "Your family has forgotten, disowned you."

SEEM TO LIKE IT.

Paris Press on Approachment With Germany.

PARIS, July 8.—With the exception of the Nationalist organs, the papers comment favorably on Emperor William's visit to the French training ship Iphigene, at Berlin, Thursday. The Figaro says:

"The tenor of the telegram of the emperor and President Loubet is a matter of popular gratification. A rapprochement between the Berlin and Paris cabinets is desirable from a colonial point of view."

The Figaro Journal says: "The emperor has obtained a triumph of policy. He will now meet with few obstacles in the realization of his desired policy to the exhibition of 1900."

A St. Malo dispatch to the Petit Parisien says the Imperial German yacht Hohenzollern will arrive there after the emperor's visit to Cowes.

NO CHANGE OF PLANS.

Gen. Gallifet Will Review Troops on July 14.

PARIS, July 8.—The minister of war, General the Marquis de Gallifet, denies the reports of changes in the plans for the review of troops July 14, the anniversary of the fall of the Bastille. He says Maj. Marchand and what he terms the expedition will participate in the ceremony as originally arranged.

MOLINEUX SPEAKS.

Pleas That He Is the Victim of Unjust Persecution.

NEW YORK, July 8.—Messrs. Weeks, Bagley & Marshall, counsel for Roland B. Molineux, tonight gave out a statement made by Molineux.

The death of Mrs. Kate V. Adams, his quarrel with Harry Cornish, and what he terms the persecution of the district attorney's office he concludes:

"I have no desire to bias the opinion of anyone in regard to the charges against me. I have absolute confidence that these wishes to show that I have been, for some reason unknown to me, bitterly persecuted, my business ruined, my family rendered ill, and the character of my wife, and the respectability of my name, asspersed. I only ask for fair play, and for an impartial disposition of the charges against me."

Col. Wagner Retired.

SAN FRANCISCO, July 8.—Having reached the age limit, Col. Wagner, of the Fourth cavalry, has been retired. His successor is Maj. Hayes, of the Seventh cavalry.

ALL HAIL COLUMBIA

Continued from First Page.

is never lost but it is found in the south, and, sure enough, after being lost all the morning, it came out of the south in good, strong shape, just before the new starting time. The committee was ready for it, and so were the skippers Barr and Rhodes. Matinella had been hoisted and club topsails masted when eight bells struck, and a few minutes after the yachts slipped their moorings and breaking out their jibs they came down to the starting point, half a mile southeast of Flagler's point, just in nice time to see the preparatory signal hoisted on the committee boat Pulver.

Seven minutes had passed since the preparatory signal. Three were left before the signal to start would be given. Both yachts set their forestay sails. The Defender on the port tack was heading toward Larchmont, Columbia was in her wake a few lengths away. Another minute passed. Capt. Rhodes rolled Defender's wheel hard up, and the sloop, swinging smartly around on her heel, gibed and came around on the other tack. Barr, of the Columbia, executed the same maneuver.

Both on the port tack were coming for the line during the last minute before the signal, Defender on Columbia's lee beam, and with such a good overlap that Rhodes was able to force Barr to luff. As the latter did so the whistle blew. They came romping across the line nearly close hauled on the port tack. If they had kept their courses both would have had the wind abeam. The starting signal blew at 12:40 and the yachts were allowed two minutes to cross the line. The official start was: Defender, 12:40:41; Columbia, 12:40:53. Columbia started twelve seconds after the Defender.

BATTLE ROYAL.

From the moment of the start it was a battle royal between the skippers, and it was one of the finest exhibitions of luffing that had been ever seen between cup defenders. Barr, with the Columbia, three minutes after the start, was astern and to the leeward of Defender.

When Capt. Rhodes had put her and where he meant to keep her if possible. The collision was averted. For five minutes Barr, by luffing, tried to get out on the Defender's weather quarter. Rhodes just as often luffed out and stopped him, until they were miles out of their course. Finally Barr squared the Columbia off and Rhodes followed suit.

A luffing match was then begun, and it only ended when both yachts found themselves prevented from luffing any more by a tow of barges.

With the lee rails well down and each turning up a big bow wave, they fairly tore along, with the wind abeam, Defender carrying a baby jib topsail and the Columbia a size larger. For some time Rhodes gave her another sharp luff, making it impossible for the Columbia to get on his weather.

Soon after both skippers sighted the Riverside Yacht club's mark boat, a dory anchored in the middle of the sound, and without a word of warning they began to luff for it. The mark was off Captain's island. Its ball at the top of a pole did not bear the Larchmont colors, and it was a good four miles from the race mark, but Mr. Rhodes sent the Defender straight for it, and no amount of whistling on the part of the committee boat made any difference.

Just before reaching this mark the wind shifted from south to east by south, giving the Defender an even better chance. She reached the mark first, and after gybing luffed around it at 1:20, the Columbia following nineteen seconds later.

The Columbia now tried to go through Defender's lee, and she was not getting pretty well when the latter went about to starboard for a minute and headed for the Long Island shore. Columbia followed suit. Then both went about again, and the Defender was not on Defender's lee quarter. Both had their baby jib topsails hoisted now, and were going through the water at a ten-knot speed.

When the Defender had her jib hoisted she declined to follow, and "split tacks" with his opponent. It was, perhaps, tide and Barr was confident of being able to fetch the next mark off Hemstedt harbor. He was right, and from that moment the race between the two yachts was a luffing match. The Defender was hopelessly astern when she came about again, although to windward. They kept away around the mark as follows:

Columbia, 1:53:29; Defender, 1:53:32.

Here the new boat was two minutes and three seconds in the lead. Easing they bore off to starboard, and setting spinnaker to port the yachts soon covered the three-mile run to Bum mark. It was nearly three minutes after the Columbia had rounded the Hemstedt mark before her spinnaker broke, and the boom was gotten a good four miles from the race mark, but Mr. Rhodes sent the Defender straight for it, and no amount of whistling on the part of the committee boat made any difference.

It was not yet certain whether the com-

For the Family. All ages hail with delight the coming of the most wonderful, meritorious preparation that will lighten the ills of humanity and will do away with the taking of obnoxious, violent purges, inconvenient liquids, and pills that tear your life out. Simply because in CASCARETS Candy Cathartic you will find just what you want, convenient in form, pleasant of taste (just like candy) and of never-failing remedial action. They have found a place in every well-regulated household, and are the favorite medicine of the whole family, from baby to good old grandpa. Don't be fooled with substitutes for CASCARETS!

YACHTS BUMP TOGETHER.

Accident That Might Have Proved More Serious.

LARCHMONT, N. Y., July 8.—The Columbia, in running in for her moorings after today's race, fouled the Defender's boom with her port topsail shroud and afterwards by the topmast back stay, bending the Defender's hollow steel spars almost at right angles. The Columbia was uninjured, and immediately after caught her own moorings. The Defender will go to Bristol Monday. The injured boom will be straightened, and, if necessary, will be cut and spliced.

Both boats, after crossing the line, luffed up and lowered their jib topsails, heading across towards Hemstedt as they did so. They stood over toward their moorings at New Rochelle, about two miles over Columbia's weather. Defender in the lead. On the way over both vessels lowered their mainsails, and rolling them up put on the sail covers. Then under jib the two boats sailed up into their moorings. Defender being ahead came to her moorings first, and when Columbia came alongside the Defender was lying quietly with everything made snug. Columbia was along at a slow speed, and as her moorings are further in shore she was steered astern of Defender the port topsail shroud of Columbia caught the end of Defender's boom and bent it around to starboard. When the shroud slipped off, Columbia's port back stay also caught, but did not add materially to the injury. All was excitement on the two boats, for it looked for an instant as if Columbia's topmast would be broken off by the strain, but fortunately the steel rigging slipped off Defender's boom in time to prevent such a catastrophe. When the Defender was lying quietly with everything made snug, Columbia was along at a slow speed, and as her moorings are further in shore she was steered astern of Defender the port topsail shroud of Columbia caught the end of Defender's boom and bent it around to starboard. When the shroud slipped off, Columbia's port back stay also caught, but did not add materially to the injury. All was excitement on the two boats, for it looked for an instant as if Columbia's topmast would be broken off by the strain, but fortunately the steel rigging slipped off Defender's boom in time to prevent such a catastrophe. 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