OFFICIAL PAPER —OF THE— CITY OF ST. PAUL.

The St. Paul Globe

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VOL. XXIV.—NO. 112. MONDAY MORNING, APRIL 22, 1901. PRICE TWO CENTS—{On Trains, FIVE CENTS.

STORM RIOTS IN EAST

At Some Points Water Still Rising While at Others the Worst Is Over.

RAIN AND SNOW IN THE OHIO

Damage Near Pittsburg Aggregates $3,000,000---Traffic East of Cleveland Delayed.

CINCINNATI, Ohio, April 21.—The Ohio river reached forty-five feet tonight and will pass the danger line of fifty feet here before midnight. Reports from up the river are of great distress, owing to snow, flood and cold weather. Rain and snow have alternated here all day. The worst condition in the Ohio valley is now impending.

PITTSBURG, Pa., April 21.—Pittsburg and Allegheny are slowly emerging from the murky flood. At 8 p. m. the rivers were receding nearly a foot an hour. The highest point reached at Davis island dam was 25.8 feet at 3 a. m., which means 28 feet at the junction of the Allegheny and Monongahela rivers. The water remained stationary until about 3 p. m., when it began to fall. Conservative estimates of the total damage in this district are between $2,000,000 and $3,000,000. Fifty thousand workers are suffering from enforced idleness.

While there have been greater floods at this point, there was never one that caused so much financial loss and discomfort. This was due to the dense population caused by the rapid growth of the two cities and to the fact that all the manufacturing plants on the river banks were in active operation, most of them working night and day, until the rising water put out the fires and drove the workers to higher ground.

FIRMS THAT SUFFER.

Among the plants flooded wholly or in part are the Groetzinger tannery, Callery tannery, Standard Ice company, Armstrong-McKelvay company, Luty & Schramm Pickling works, McGraw's tannery, Carlin foundry and machine shops, Pittsburg Provision company, Walker's Soap works, Crawford's saw mill, Charles Nut works, Baker Manufacturing company, Peter Ressick & Co., Harzogg Manufacturing company, Damascus Bronze company, Iron City Spring company, Eagle Paint and Varnish company, Morrison Brothers' Stone works, Hall Pump works, Sicilian Asphalt and Paving company, pipe cutting department of the Pennsylvania Tube works, Jones & Laughlin's, the National Tube works, the Elba Iron company, National Supply company, Keystone Smelting company, Glen Shaw Glass company, Spang Chalfont company, American Steel and Hoop company, Columbia Brdge works, Superior Iron and Steel works, American Steel and Wire mills, Dilworth Porter company, A. H. Biers & Co., Oliver Steel and Wire company, Benz & Co., planing mill, McConway-Torley company, Shiffler Bridge works, E. Porter & Co. Locomotive works, Keystone Bridge works, Carnegie Upper and Lower Union mills, Black Diamond Steel works, Pittsburg Bridge works, Wayne Steel and Iron works, Carnegie's Sixty-second street furnaces, Lucy furnaces, Crescent Steel works, Marshall Structural and Foundry company's works, Armstrong company, A. and C. H. Hamilton company, Best box factory, Shoeburger Steel works, Fort Pitt foundry and Zug's mill.

RAILROADS SUFFER.

The loss to the railroads entering Pittsburg from flood, landslides, wrecked bridges, heavy snow and the interference with traffic is roughly estimated at $1,000,000.

On the Fort Wayne the worst trouble was a snow blockade between Salem and Massillon, O. This began Saturday morning and tied up the road in twenty-four hours. At 9 o'clock this morning the track was cleared and trains began moving. The same trouble kept the Cleveland trains on the Pittsburg & Lake Erie late, five trains having been blockaded at Windom, near Leavittsburg, for twenty-five hours. This snow fall did not extend east of Newcastle, but at Youngstown, O., it was two feet deep, and the drifts in the cuts north of that city were up to the locomotive headlights. The wreck of an Erie train blocked the road, so that deep drifts were undisturbed. Water was two feet deep on the Erie tracks at Sawmill Run, but trains got through.

Big landslides occurred on the Pittsburg & Lake Erie, the Baltimore & Ohio at Soho, on the Pan Handle, on the south side; the Bessemer at several points, and the Allegheny Valley, near Franklin, Pa. The slide at Soho was 120 feet long, and it required fourteen hours' work to clear one track. Through east-bound trains were loaded at Thirty-third street, passengers being transferred by street cars.

SERIOUS LANDSLIDES.

At Skobo, between Monaca and Aliquippa, the Lake Erie received its most serious landslide. One hundred feet of the west-bound track was carried fifty feet down the steep bank, the whole face of the bank slipping down into the river. On the lines of the Pennsylvania and Baltimore & Ohio, to Wheeling, great damage is reported, and both lines were tied up for several hours. Five miles of the Pittsburg, Bessemer & Lake Erie tracks were either under water or mud. The bank was continually sliding down onto the tracks, and a large force of men could not keep them clear.

The damage to telegraph poles and lines along the roads was enormous, and it will take several days to fully repair them.

Trains are now running on all the roads, but no attention is paid to keeping up to schedule.

STORMBOUND CLEVELAND ENVELOPED IN DENSE FOG.

Nearly All Telegraph and Telephone Lines Prostrated and Streets Blocked With Snow.

CLEVELAND, O., April 21.—The fierce storm of wind and snow that swept over this city and Northern Ohio throughout yesterday and last night gradually subsided today. It was followed tonight by a fog so dense that it was almost impossible to see from one side of a street to the other.

Notwithstanding the heroic efforts of the telegraph and telephone companies to repair their prostrated lines there has, thus far, been little improvement in the service. Not a single wire was working on any direct route between this city and Buffalo, or Pittsburg, tonight. Throughout the day big gangs of men have been at work on the various lines resetting poles and stringing wires. Every available man has been pressed into service by the several companies, and while the repair work is progressing rapidly it will be perhaps several days before direct communication with points east of Cleveland is fully re-established.

Trains on practically all roads entering the city continue to arrive from one to three hours behind schedule time. This is especially true in regard to the lines from the East. The fact that there are no wires to facilitate the movement of trains is responsible to a large extent for the delay in traffic.

A number of the suburban electric lines running east and south from the city are still tied up and will likely remain so for many hours to come.

Traffic on the city street car lines continue to be badly crippled all day as a result of the deep snow and slush on the tracks. So heavy is the snow and slush in many places that the most powerful sweepers become stalled in it.

A large section of the city is still cut off from communication by wire with fire headquarters. Scores of fire alarm boxes are out of service, and seven fire department stations are without telegraph or telephone communication as a result of the general prostration of wires.

ALL TRAFFIC EAST HAS BEEN DELAYED.

Mail Trains Arriving in New York Are From Two to Seven Hours Behind Time.

NEW YORK, April 21.—Owing to the heavy storm which has been raging in the West, all traffic east of Cleveland has been delayed from two to seven hours. The Grand Central depot presented a strange appearance this afternoon as the belated western trains lumbered in several hours late, with their roofs and steps encrusted with snow and ice. Friends of the long over-due passengers hung around the depot all day and rushed to meet the weary passengers every time a train came in. Disappointments were frequent as most of the trains were divided into several sections at Buffalo.

The Atlantic express, which carries all mail east of Chicago, and which was due at 5.30 a. m., arrived seven hours behind time. The New York & New England express, due at 2:55 p. m., arrived in two sections, the first section being two hours and twenty minutes late, and the second section five hours late; the first section brought with it a Lake Shore train from the West, due at 1:30 p. m. Most of the western trains on the Pennsylvania were also far behind their schedule time. Great difficulty was experienced in getting the trains through east of Pittsburg.

At the general postoffice this afternoon it was said that all mail matter east of San Francisco, was late. The 4:45 a. m. train, one of the heaviest in the service, carrying all the Northwestern mail east of San Francisco, did not get in until 11:30 a. m., making it six hours and forty-five minutes late. The New York and Dunkirk train on the Erie, carrying all the New York state mail, due at 6.39 a. m., had not arrived up to 3:30 p. m.; most of the other minor trains carrying mail were also late.

Considerable property was destroyed along West street in this city, owing to the flooding of cellars. Large quantitiees of perishable produce was stored in the cellars along this street and much of it was destroyed by the water, which, in many instances, was waist deep. In several of the fashionable houses where there are no cellars, the water came above the flooring, and office furniture could be seen floating around the stores on the ground floor.

WEST VIRGINIA CAUGHT IN THE STORM.

Some Loss of Life and Much Damage to Property in the Central and South.

HUNTINGTON, W. Va., April 21.—At 6 o'clock this evening the rain and snow which has been falling for seventy-eight hours ceased. The Ohio has passed the danger line of fifty feet and is still rising 3.9 inches an hour with the Guyandotte, Big Sandy, Tug and Twelve Pole also rising rapidly at all points. Fully ten feet more water is expected here. The Kanawha and New rivers are also still rising. Great damage has resulted throughout the southern and central portions of the state.

There is much suffering among people compelled to seek quarters in the hills along the Guyandotte and Twelve Pole. Carter Slatington was drowned in Tug river and John Swanson drowned in Guyandotte while endeavoring to save property. Catlettsburg, Ceredo, Central City, Dingess, Barbourville, and many smaller towns, are suffering heavily. Owing to the wires being down it is almost impossible to learn the situation in the interior counties, but judging from the debris in all the rivers, it is evident great damage has resulted.

ZONE OF RUIN REACHES TWO HUNDRED MILES

A Remarkable Feature of the Storm Is That but Few Fatalities Have Been Reported.

PITTSBURG, April 21.—The most widespread and destructive storm, from a material standpoint of view, has passed. It has left a zone of ruin two hundred miles in diameter. It was unusual in that it possessed so many different features. Cities seventy miles from Pittsburg were tied up by one of the worst snow storms ever known. While the snow-fall was from eighteen inches to three feet deep, which is not extraordinary, the snow was so wet that it clung in weighty masses to shade and fruit trees and electric wires and poles, bearing them to the earth. It settled on steam and street railroads like wet sand, stopping all traffic and making pedestrianism a feat for only the most hardy. The fall was so heavy and spontaneous in some places that the residents declare it seemed like the bursting of a snow cloud.

A few miles away from these unfortunate towns were municipalities in just as dire straits from rain, but with speedier prospect for relief as the rain will run off faster than the snow can melt, yet here traffic was practically suspended. Water over-flowed and washed out railroad tracks, and hillsides came down and burried the rails. In addition, nearly every town on the Ohio river between Pittsburg and Wheeling, is in darkness tonight. Electric light plants or their wires are damaged, and the gas in the mains is generally turned off. In previous floods this precaution was not taken, and the result was explosions with loss of life and property. The gas companies will wait until the waters subside sufficiently to permit an inspection of the pipes and to repair any leaks. So half a million or more people are tonight groping in what appears to them the blackest darkness compared with years of cheap and brilliant illumination.

A remarkable feature of the storm is that few fatalities directly attributable to this cause have been reported. A railroader caught in a wreck, caused by a landslide, and the death of an old woman from shock, are the only ones known so far. There may be others, but as communication is cut off from many populous places, it will be the end of the week before the total can be footed up.

The money loss is just as difficult to foot up. It may reach $3,000,000. The railroads think they have lost $1,000,000. The loss of wages to the army of workers in manufacturing plants up and down the river mount up to $500,000, and the repairs to plants will be a large sum. The damage to stores, stocks, residences, and furniture in Pittsburg, Allegheny, and towns and cities down the Ohio will probably reach $500,000. The telegraph companies have suffered severely, but cannot yet compute their losses.

In addition there is the enormous indirect damage caused by the almost complete suspension of trade. What that amounts to no one can determine exactly, and estimates simply reflect the conservative radical character of the computer.

GREAT ALARM FELT IN THE OHIO VALLEY.

Not Thought That the Present Flood Will Prove as Serious as That of February, 1884.

CINCINNATI, O., April 21.—There has been more alarm throughout the Ohio valley today on account of the floods than at any period since Feburary, 1884, when the Ohio river reached its highest stage of seventy-one feet and nine inches in this city. Most of the inhabitants of the valley spent the night in anticipation of the worst flood ever known in the valley, as they will not know until tomorrow the water has begun falling at Pittsburg. Until the news reached the river men here tonight, it was feared that the record of 1884 might be broken, but now it is generally believed that the river will not exceed the floods of February, 1897, and of March, 1898, when it reached sixty-one feet at Cincinnati. The present flood is the worst that has ever been known so late in the spring.

Owing to the general prostration of telegraph and telephone wires it is impossible to hear from many points. The trains are late on all the railroads and some trains that were due last night from the east have not yet arrived. It is generally conceded that the fruit crop throughout the Ohio valley is gone and the damage to crops is very great.

THE CITY OF WHEELING IS ENTIRELY CUT OFF.

Residents Along the River Fire on Cincinnati Liners, but Do No Damage.

WHEELING, W. Va., April 21.—At 4 p. m. the river is forty-one feet, four inches, and rising two inches an hour. The top notch is expected in an hour or two with less than forty-two feet. This stage shuts Wheeling entirely out of outside communication by rail, and only the big Cincinnati liners are able to run now, and irate residents along the river banks are firing frequently at the boats because the swell from them is washing the foundations away from their houses. Tonight a Wheeling island man fired at the packet Keystone state, and at a passing tow boat, but without effect. In Wheeling, Bellaire, Bridgeport, Benwood and Martins Ferry, about 500 houses have been entered by water, most of the families moving to upper floors. Nearly every manufacturing establishment in the Wheeling district is shut down and cannot resume until Tuesday. At Martins Ferry the water de-

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BRUSH WITH BOXERS

INDIAN TROOPS ATTACKED BY A FORCE OF ROBBERS WITH FATAL RESULTS

MAJ. BROWNING IS KILLED

REINFORCEMENTS SENT FROM SHAN HAI KWAN TO SCENE OF THE TROUBLE

MARCH TO SHAN SI BOUNDARY

German and French Troops Are Co-operating — Ministers Hope Troops Will Not Go Too Far.

PEKIN, April 21.—Brig. Gen. A. J. F. Reid, commanding the Third brigade of the India imperial service troops in China, who is now at Shan Hai Kwan, sent a company of Punjab infantry to disperse a band of robbers in the neighborhood of Fu Ning.

A force of Boxers and robbers, more than a thousand strong, attacked the Indian troops, killing Maj. Browning and one Sepoy, and wounding others. The company retreated to Fu Ning. Reinforcements have been sent from Shan Hai Kwan. The Boxers are apparently well armed with modern rifles.

FRENCH AND GERMANS.

Soldiers Are Co-operating in Their March to the Boundary.

PAO TING FU, Saturday, April 20.—This city has been for the last four days a big military camp of French and German soldiers on the way to the front. It is now estimated that 8,000 French troops and 6,000 Germans will form the entire force when all the reinforcements have arrived.

There is no truth in current reports regarding severe fighting between the outposts and the Chinese.

Three men left yesterday under escort to convey Emperor Kwang Su's first order to Gen Liu to retire immediately into the province of Shan Si. Prince Ching and other Chinese officials say the Chinese general has already retired; but their confirmations or denials are considered very unreliable.

The French and German troops seem to be co-operating fairly well, although until yesterday (Friday) there was some doubt as to who would command the expedition. This question has been settled by an arrangement under which the French and Germans are to work independently, and yet at the same time co-operate.

If the Chinese retire over the Chan Si boundary, then, according to international agreement, the foreign troops should not go beyond it. The ministers of the powers in Pekin earnestly hope that this will prove to be the case. They point out that the Chinese force has not been aggressive and only came a few miles over the border, arguing that it might just as well have been allowed to remain where it was.

KOREANS MAKE LOAN.

Will Construct Northern Railway From Seoul to Wiku.

YOKOHAMA, April 22.—The Korean government, according to advices just received from Seoul, the capital of Korea, has decided to borrow from France 5,000,000 yen for the purpose of constructing the Northern railway from Seoul to Wiku. It is asserted that it was his objection to pledging the Korean customs as security for this loan which created a desire in certain quarters for the dismissal of Mr. McLeavy Brown, director general of Korean customs.

According to the same advices, Admiral Seymour and Sir Claude M. McDonald, British minister to Japan, have arrived at Chemulpo, Korea, on board the British cruiser Powerful, and it is expected that they will have an audience of Emperor Yi Kieng.

The Seoul correspondent adds that Russia is attempting to secure a lease of Chin Hai Bay.

ATTACKED THE RAILWAY.

Rebels in Manchuria Reported to Have Done Much Damage.

LONDON, April 22.—"Chinese rebels have again attacked the Manchurian railway," says the St. Petersburg correspondent of the Daily Telegraph. "They have destroyed 150 versts of the line, removed the rails and broken up the rolling stock. Moreover, they have killed nearly a whole detachment of railway guards. Troops have been sent from Amur province to the scene of attack."

Market for Canadian Iron.

LONDON, April 22.—It is asserted that negotiations have been completed between representatives of the Dominion Iron & Steel company, of Sydney, Cape Breton, and certain British and Scotch firms, to secure the marketing of all the company's iron output in Europe.

Distrusts the Expedition.

LONDON, April 22.—The viceroy of Nan Kin, says the Shanghai correspondent of the Morning Post, "evidently distrusting the professed object of the Franco-German expedition, refuses to permit further sales of mules to the British except on condition that they are not intended for the prospective expedition to Sian Fu."

Bulgarian Pope Murdered.

CONSTANTINOPLE, April 21.—Consular dispatches from Monastir, Macedonia, report the murder, April 2, of the Bulgarian Pope Parthenius, at the Poplitcha convent, near Domirnissar, supposedly by members of the Macedonian committee, who had suspected him of espionage in behalf of the Turkish authorities.

STITCHED A KNIFE WOUND IN A MAN'S HEART

ST. LOUIS, Mo., April 21.—Dr. H. L. Nietert, superintendent of the city hospital, has just performed one of the most remarkable operations ever recorded in the annals of surgery. It consisted of taking three stitches in the heart of Philip Gunn, an employe of the Shapleigh Hardware company, who had been stabbed in a saloon brawl. The point of the blade had entered the right ventricle and had pierced to the cavity of the heart. Luckily the knife had entered the heart obliquely, and the result was that the opening between the cavity and the pericardium, or covering of the heart, was lip-shaped on both sides. The wound acted as a valve, and at each pulsation of the blood through the heart but a small quantity escaped through the artificial opening. The task of stitching this unusual wound was a very difficult one. Dr Nietert first removed a section of the breast bone, exposing the pericardium. The motion of the heart cannot be repressed, and Dr. Nietert was forced to make the stitches while the organ was shifting about. It required three sutures to effectually close the gap. This delicate operation finished, the pericardium was sewed together. The portion of the breast bone removed could not be replaced, and the operation was concluded by stitching together the skin and the outer tissues which cover the chest. Gunn is still alive, and as he has a strong constitution, the physicians predict his recovery.

JOHN BULL—HOLD ON, YOU CAN'T COME IN THIS CAMP ANY MORE.

—St. Louis Republic.

WANT LIGHT ON WAR LOAN

BRITISH CURIOUS TO KNOW HOW HALF OF IT HAS ALREADY BEEN PLACED

SOME FEELING ON MATTER

London's Papers Comment on It Freely—Believe Part of It Was Reserved for Government Departments.

LONDON, April 22.—Great curiosity is manifested here to ascertain how half the war loan has "already been placed," as asserted in the government invitation to subscriptions for the remaining half. It is supposed that a portion of the £30,000,000 "already placed" may have been reserved for government departments; but it is rather believed financial houses with outside connections have interested them in the flotation. No explanation, however, has been afforded, and, considering the financial installment of the loan is payable in December and that the first quarter's interest will be paid July 5, the issue is regarded as cheap; and not a little resentment has been created by the fact that only half the issue has been ordered to the public.

This dissatisfaction is voiced by the Daily Chronicle, which says: "The public ought to have been informed by this time to whom the chancellor of the exchequer has allotted $30,000,000 of the issue."

The paper proceeds to comment severely upon the policy of the government which has led to "such a disastrous issue, in which the British taxpayer drops the round sum of £3,300,000 in the process of borrowing £60,000,000," and points out that under Mr. Gladstone consols rose to par for the first time in the country, while since the Tories have held office they have steadily declined from 114 to the present price.

The Standard thinks the issue is equivalent to purchasing consuls at 93½ per cent, and that despite the automatic reduction of interest from 2¼ to 2½ in 1903, the price will rise after the war. It says:

"Whether the rate of interest will prove sufficiently attractive to the American contractor, with so many outlets for his capital, remains to be be seen; but judging from the preliminary inquiries, applications on French account will be considerable."

The Times says: "The great financial houses in the city have unwritten half the loan, and as, according to the prospectus, they take it on the same terms as other applicants, no complaints of favoritism can be made.

"Subscribers get the best state security in the world at a fairly cheap rate. The issue represents an emergency credit of the United Kingdom, its normal credit; and there is hardly another country in the world which could even in times of peace obtain a loan on equally as good terms."

SHOTS FLEW THICKLY.

FOUR INNOCENT VICTIMS OF A NEGRO QUARREL IN KANSAS CITY.

KANSAS CITY, April 21.—Four innocent white men were shot, one perhaps fatally, a negro shot, and another badly cut as the result of a drunken fight started by crowd of negroes in Rosedale, Kan., a suburb of Kansas City, today. William Blanchard received the contents of a shotgun in the face and breast and was taken to the hospital, where his wounds are considered fatal. One of Blanchard's eyes was blown out, his face badly disfigured, and a big hole was torn in his chest. J. W. Davis, deputy marshal, was shot in the hand; two other white men, names unknown, were shot and wounded slightly; Ben Cable (colored) was cut seriously, and Tom Smith (colored) was shot and wounded slightly.

The negroes were quarreling in front of a "joint" when Sid Rawles, a negro, precipitated the trouble by cutting Cable, the latter securing a shotgun and firing into the crowd. The shot missed the crowd and struck Blanchard, who was waiting for a street car. During the excitement that followed, half a dozen negroes secured revolvers and shotguns and began firing promiscuously. Deputy Marshal Davis came upon the scene and was greeted with a volley from the negroes, receiving a wound in the hand. Davis, with the aid of two officers, finally succeeded in quelling the disturbance and arresting the leaders, but not before two innocent white men had been injured by stray bullets. These two men, whose wounds are believed to have been slight, disappeared before their identity became known.

BULLETIN OF

IMPORTANT NEWS OF THE DAY

Weather Forecast for St. Paul: Fair; Warmer.

1—Floods in the East.
Great Loss of Property.
Double Suicide at Vancouver.
Boxers Attack Indian Troops.
England's War Loan.

2—Mission at St. Patrick.
Asks Aid for His Race.
St. Paul's New Industry.
Smallpox on the Levee.

3—News of the Northwest.
Tariff for Philippines.
Wu's Advice to China.

4—Editorial Page.

5—Sporting News.
St. Paul Leaguers Win.
First Century Run.

6—Popular Wants.

7—Markets of the World.

8—Inoculating the Soil.
Day in the Dairy.

OCEAN LINERS.

New York—Arrived: Steamers L'Aquitaine, Havre; Umbria, Liverpool and Queenstown; Staatendam, Rotterdam and Boulogne.

Cuxhaven—Arrived: Auguste Victoria, New York, via Cherborug.

Liverpool—Sailed: Devonia, Boston.

St. Michaels, Azores—Passed: Hohenzollern, New York, for Gibraltar, Naples and Genoa.

Kinsale—Passed: Cevic, Liverpool for New York.

Queenstown—Arrived: Steamer Servia, New York for Liverpool and proceeded. Sailed: Lucania for New York.

New York—Arrived: Steamer Cymric, Liverpool and Queenstown.

Philadelphia—Arrived: Waesland, Liverpool and Queenstown.

WEATHER FOR TODAY.

Minnesota—Fair in eastern, probably showers and cooler in western portion Monday; easterly winds. Tuesday cooler and probably showers.

Wisconsin—Fair Monday, fresh northerly winds. Tuesday, fair in eastern, probably showers and cooler in western portion.

Iowa—Fair Monday, warmer in eastern portion. Tuesday, partly cloudy, probably showers and cooler in northern; variable winds.

North Dakota—Cooler and partly cloudy Monday, probably showers in central and eastern portion. Tuesday fair, westerly winds.

South Dakota—Fair Monday, probably showers. Tuesday fair, northwesterly winds.

Montana—Fair Monday and Tuesday; westerly winds.

St. Paul — Yesterday's observations, taken by the United States weather bureau, St. Paul, P. F. Lyons, observer, for the twenty-four hours ended at 7 o'clock last night.—Barometer corrected for temperature and elevation: Highest temperature, 60; lowest temperature, 37; average temperature, 48; daily range, 23; barometer, 30.24; humidity, 37; 7 p. m., temperature, 60; 7 p. m., wind, northeast; weather, clear; precipitation, 0.

Yesterday's Temperatures—

	*8 pm	High		*8 pm	High
Battleford	46	58	Boston	44	46
Bismarck	76	80	Chicago	36	38
Calgary	48	52	Cincinnati	34	36
Duluth	40	40	Cleveland	38	40
Edmonton	50	50	Detroit	40	40
Havre	56	58	Kansas City	60	64
Helena	54	54	Montreal	46	54
Huron	66	72	New Orleans	64	70
Med. Hat	56	62	New York	50	54
Minnedosa	64	70	Omaha	64	68
Pr. Albert	58	62	Philadelphia	50	54
Qu'Appelle	54	60	Pittsburg	40	44
S. Current	52	60	St. Louis	50	52
Williston	64	72	Ste. Marie	50	54
Winnipeg	58	68	Washington	46	58
Buffalo	46	46			

*Washington time (7 p. m., St. Paul.)

AROUND THE HOTELS.

At the Merchants'—L. Tuttle, Faribault; M. Howe and wife, Fairmount, N. D.; F. C. Norris, Portland, Wash.; H. C. Remington and wife, Larimore, N. D.; F. M. Malin, Miles City, Mont.; G. T. Whiteley, Seattle, Wash.; J. Adam Bede, Pine City; Louis Watowa, Owatonna; R. A. Knebel, West Superior, Wis.; Charles F. Albertus, Alpha, Wis.; J. B. Bacon, Sioux City, Io.; John O'Connell and wife, Luverne.

At the Windsor—Mrs. H. E. Scriver, Seattle, Wash.; Dr. and Mrs. O. T. Sherping, Miss G. Moore, Enderlin, N. D.; G. W. Hard, Preston; S. F. White, Duluth; C. H. Wall, Faribault.

At the Clarendon—H. A. Hogue, Carrington, N. D.; N. J. Steffen, Hastings; Thos. Ryan, Hastings; A. H. Doe, Stillwater.

At the Ryan—H. B. Whipple and wife, Faribault; Henry S. Mahan, Duluth; G. W. Whiteley, Seattle, Wash.; P. M. Shaw and wife, C. W. Eaton, Duluth; W. J. Johnstone, Duluth.

At the Metropolitan—George J. Kirby, Omaha; E. E. Denton, Fargo, N. D.; G. D. Hackney, Madison, Wis.; G. D. Eyerbroad, Winnebago City; H. W. Leiden, Fremont; C. H. Steward and wife, Buffalo Lake; E. F. Murphy, Anoka; C. D. Harrison, Dubuque.

THEY DIED TOGETHER

PRESIDENT AND CASHIER OF VANCOUVER BANK COMMIT SUICIDE SIDE BY SIDE

USED THE SAME REVOLVER

ONE STOOD BY WHILE THE OTHER BLEW HIS OWN HEAD OFF

CANBY LEFT A BRIEF NOTE

They Admitted a Shortage to the Bank Examiner and Said They Had Been Speculating in Stocks.

VANCOUVER, Wash., April 21.—Charles Brown and E. L. Canby, president and cashier, respectively, of the First National Bank of Vancouver, which was closed yesterday by the comptroller of the currency, committed suicide last night, two miles from this city, by shooting themselves with a revolver. Their bodies were found this morning lying together in a small clump of bushes about one-half mile north of the Columbia school, which is situated on the outskirts of the town. They both used the same weapon, and Canby evidently died first, as the revolver was found in Brown's hand. It is evident that Canby put the muzzle of the revolver in his mouth and then blew the top of his head off. Brown then took it and shot himself in exactly the same way, falling over Canby's body.

The fact that Brown's bicycle and an umbrella belonging to Canby were found a short distance out of town last night led to the belief that the two bank officials had taken their lives. Early this morning a searching party started out, and after several hours' hunt the bodies were found in the clump of bushes.

TRIED IT BEFORE.

Friday evening Canby, upon being told by Bank Examiner J. W. Maxwell that the bank would not be permitted to open Saturday, went out in the yard behind the bank and attempted to shoot himself. His revolver failed to explode, although all five chambers were loaded. After failing to shoot himself Canby came back into the bank and he and President Brown left together later, taking his revolver. When Examiner Maxwell confronted the bank officials with the shortage of $81,000 which he had discovered, both men admitted their guilt. It is said that both Brown and Canby had been speculating in stocks. Besides Brown's body there was found a package containing $25 and a note, saying that the money belonged to his daughter. Upon Canby's body the following brief note was found:

"My Dear Wife—I feel what I am about to do is for the best. Forgive me if you can, and try to live for our dear children. God bless you all. Good bye.
—"Ned, April 19."

SKETCH OF THE MEN.

Brown, who was fifty-four years of age, lived in Vancouver since 1862. His father was the first receiver of the Vancouver land office. He has served as auditor of Clark county, is married and has a family. His connection with the bank as its president dated back ten years.

Canby was fifty-two years old, and was well connected. His wife was Miss Frances Burnside, daughter of an Oregon pioneer. He has a brother who is a paymaster in the United States army. Another brother committed suicide by jumping off the wharf at Vancouver several years ago.

While Bank Examiner Maxwell, who is now in charge as receiver, has made no official statement, it is known that the bank has loaned a large sum of money on insufficient security. According to his report to the comptroller of the currency there is a shortage of $81,000 in the bank's accounts, and it is understood that a considerable portion of this amount was loaned to Brown and Canby on their personal notes. About a year ago the bank reduced its capital stock from $100,000 to $50,000. At that time about one-half of the so-called bad assets was "charged off" and has been carried as an asset since that time.

COL. JOSLYN SUFFERS.

The heaviest stockholder is Col. Stephen P. Joslyn, of the regular army, a member of Gen. Shafter's staff. Col. Joslyn is stationed at San Francisco. His post was Vancouver when the bank organized in 1883, and ever since that time he has been the heaviest stockholder.

According to the last statement, issued in February, the bank deposits amounted to about $230,000.

From the condition of the bodies and other circumstances it is almost certain that the suicides occurred between 7 and 8 o'clock Friday evening. Two pistol shots, coming from the direction where the bodies were found, were heard at that hour by L. B. Rand, who lives a quarter of a mile distant. Following the arrival of United States District Attorney Wilson R. Gay last night, a warrant was issued by Judge Miller, of the superior court, charging Brown and Canby with the embezzlement of $10,000 of the funds of the bank on Jan. 18, 1901. The complaint contains four charges of embezzlement and misapplication of the funds of the bank and issuing false reports of the bank's condition to the controller of the currency. Bank Examiner Maxwell, who has been installed by the controller as temporary receiver of the bank, still refuses to give out any statement of the affairs of the bank. Both Brown and Canby, when confronted Friday by Maxwell with false entries in the books, made a full confession, Canby remarking:

"Well, you have caught me this time, Maxwell; that is a false entry."

PULLED HIS GUN.

Then, picking up a pistol from the counter, he remarked as he held the muzzle toward his head, "this is the only sure way I see out of the difficulty."

Maxwell remonstrated with him against his apparent suicidal intent, when Canby lowered the weapon and left the room by the rear door. It is believed that while outside he attempted to kill himself, as on returning he threw down the pistol, remarking: "The gun is no good and will not go off."

In answer to an inquiry from Maxwell if he was implicated in the criminal entry, Brown replied: "Yes, I am equally guilty."

District Attorney Gay stated today that there is evidence that the criminal acts of the two officials cover a period of several years, and only by a thorough investigation of the books can their full extent be known.

Married at St. Cloud.

ST. CLOUD, April 21.—(Special.)—Dr. E. A. Wood and Miss Adele Anderson, residents of Clear Lake, were married in this city this forenoon. A wedding dinner followed at the Grand Central hotel, attended by a few of the intimate friends of the young people.