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

The St. Paul Globe

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MARQUAND & CO. FAIL

BANKING HOUSE WHOSE PAPER CAUSED SUSPENSION OF SEVENTH NATIONAL BANK

FAILURE HAD BEEN EXPECTED

PRODUCED ONLY A RIPPLE OF EXCITEMENT ON FLOOR OF STOCK EXCHANGE

FIRM'S CONTRACTS ARE CLOSED

NEW YORK, June 28.—The failure of the firm of Henry Marquand & Co., bankers and brokers, the name of which has been connected with the embarrassment of the Seventh National bank, was announced on the stock exchange today. The firm made an assignment to Frank Sullivan Smith. The assignment was without preferences. No statement of assets or liabilities was made with the assignment. The failure was without appreciable effect on the stock market.

Frank Sullivan Smith, the assignee, reached the office of the firm shortly after 10 o'clock and at once assumed charge. He conferred with the members of the firm and began a systematic investigation of its books and impaired finances. Mr. Smith promised to make public a statement later in the day.

Frank B. Poor, partner in the house of Marquand & Co., said that Mr. Smith was in charge and that he would say nothing about the affairs of the firm. The formal suspension of the firm created scarcely a ripple of excitement. It had been anticipated, for the events attendant upon the closing of the Seventh National bank had let in strong light upon the affairs of the firm.

During the first fifteen minutes of trading on the stock exchange the following transactions were made for the account o fthe suspended firm.

Five hundred shares Pennsylvania, 440 Bergen County Gas, 400 American Car and Foundry and 100 shares each of Laclede Gas preferred, Atchison preferred and Kansas & Texas preferred. Seven thousand dollars par value of Missouri Pacific 5s of 1917 and $4,000 Iron Mountain 5 per cent bonds were also dealt in for their account.

BANKS ALL CLEAR.

At 10:30 o'clock, Manager Dohrer, of the clearing house, said all of the banks had cleared as usual and that no further difficulty is anticipated in banking circles.

Inquiry at the local office of the Pittsburg, Shawmut & Northern railway brought out an assurance that there would be no disastrous consequence as far as he railroad was concerned.

"But did not Marquand & Co. finance the railroad?" was asked.

"Oh, yes," was the reply of the official, "but they have the bonds and we have the money."

He added that Marquand & Co., had merely handled the bonds of the road and did not control it.

Henry W. Taft, of the law firm of Strong & Cadwallader, attorneys for the assignee, made the first statement in behalf of the suspended house. He said:

"I cannot at this time give any figures on the liabilities and assets of Marquand & Co. We have as yet had no time to look over the situation, and it will be several days before a clear idea will be obtainable. Much depends upon the disposal of the securities, and particularly the inactive securities, held by the firm. A general view at this time gives a very favorable impression, but naturally the great question is as to collateral held by the house on its outstanding loans. I believe the creditors of the firm will fare well unless there is a slaughtering of some of the firm's securities. I cannot say anything at this time as to the resumption of the firm. That will depend upon the developments of the next few days. We will prepare a careful statement as to the affairs of the firm, but I believe it will take a couple of days to do it."

The firm of Henry Marquand & Co. consisted of Henry Marquand, who is the son of Henry G. Marquand, and Frank B. Poor, son of the former president of the National Park bank.

The railroad guide shows that Frank S. Smith, the asignee for Marquand & Co., is vice president and general counsel of the Pittsburg, Shawmut & Northern. Henry Marquand is first vicse president of the company.

FAILURE WAS EXPECTED.

The admitted embarrassment of the firm in connection with the Seventh National bank failure resulted in the wholesale calling in of stocks loaned to them for delivery, and they were obliged to buy heavily in the open market to cover. At the same time, the actions of the clearing house committee and the controller of the currency put official disapproval on securities in which the firm had large investments and which figured as part of the collateral in the loan of $1,600,000 from the Seventh National bank and which causd the suspension of the bank.

The disturbance in the stock market caused by the embarrassment and which depressed prices, worked to the firm's advantage so far as it showed profits on their contracts, but the blow to their credit deprived them of resources to take advantage of these conditions.

The failure was expected all yesterday and caused no surprise. Yesterday's late rally in the market was attributed to buying for their account to cover short contracts.

One of the enterprises which have been financed by H. Marquand & Co. is the gas and electric light company of Bergen county. This stock, which is listed on the stock exchange, sold on Monday of this week for 101¼, compared with the high record price of 101⅝ on June 19. The first sale this morning of 300 shares under the rule for the account of the failed firm was at 30 on a cash sale. Subsequently it sold at 32 for cash and at 40 and 45 the regular way.

Frank S. Smith, assignee of the firm of Marquand & Co. said this afternoon that he had been going over the books and lists of security for the firm, but that probably several days would elapse before a statement could be given out.

Mr. Smith said the firm had many excellent securities, and added that he had called personally upon the creditors interested, requesting them not to sacrifice any of the firm's securities which they held as collateral for loans. Mr. Smith further said that under the circumstances he did not think any of the creditors would suffer.

Start for the North Pole.

DUNDEE, June 28.—The America, the flagship of the Baldwin-Zeigler north pole expedition, has left here for Tromsoe, Norway. The Baldwin-Zeigler expedition will probably leave Franz Joseph land July 12. The three vessels of the expedition, the America, the Belgica and the Fridtjof, will rendezvous there before that date. Evelyn Baldwin will join the Fridtjof at Tromsoe and will then go to various points on the White sea and embark 400 dogs.

BULLETIN OF
IMPORTANT NEWS OF THE DAY

Weather Forecast for St. Paul: Local Rains; Cooler.

1—Terrific Storm Strikes St. Paul.
Marquard Failure.
Coronation of Edward VII.
Automobilists Reach Hanover.
Plead for the Youngers.

2—Improvements for City Parks.
Pioneers Badly Shaken Up.
West Side Wants Spur.
Nearly Burns to Death.

3—Didn't Mean to Shoot.
News of the Northwest.
Heavy Rains Delay Work.
General Railroad News.

4—Editorial Comment.

5—Two Games Today.
Big League Games.
General Sporting Gossip.

6—City Notices.

7—City Notices (Continued).

8—City Notices (Continued).
Popular Wants.

9—Grain and Provision Markets.
September Wheat, 66 5-8c.
Bar Silver, 59 3-8c.
Stocks Firm.

10—Supreme Court Decisions.
How to Amend Charters.
T. C. R. T. Co.'s Case in Court.

WEATHER FOR TODAY.

For Minnesota—Local rains and cooler Saturday; Sunday, fair; brisk northwesterly winds.

For Wisconsin—Showers and thunderstorms, with lower temperature Saturday; high southwesterly, shifting to northwesterly winds; dangerous squalls; Sunday, fair.

For Iowa—Local rains and cooler Saturday; Sunday, fair; westerly winds.

For North and South Dakota—Fair Saturday and Sunday; west to northwest winds.

For Montana—Fair Saturday and Sunday; variable winds, mostly westerly.

Yesterday's Temperatures—

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, 84; lowest temperature, 66; average temperature, 75; daily range, 18; barometer, 29.66; humidity, 80; precipitation, 1.79; 7 p. m., temperature, 72; 7 p. m., wind, northwest; weather, partly cloudy.

	*8pm	High.		*8pm	High.
Huron	68	70			
Medicine Hat	68	68	Huron	74	78
Pr. Albert	66	70	Jacksonville	80	86
S. Current	66	70	Kansas City	96	100
Williston	66	70	Marquette	76	76
Alpena	70	80	Minnedosa	88	70
Battleford	68	72	Montgomery	90	94
Bismarck	66	72	Montreal	84	92
Buffalo	78	84	Nashville	88	96
Boston	84	86	New Orleans	80	92
Calgary	64	68	New York	86	94
Cheyenne	70	84	Norfolk	82	90
Chicago	88	93	North Platte	80	90
Cincinnati	82	94	Omaha	80	100
Cleveland	80	88	Philadelphia	84	90
Davenport	92	94	Pittsburg	80	88
Detroit	80	86	Qu'Appelle	64	68
Duluth	66	66	Frisco	76	82
Edmonton	62	70	St. Louis	92	98
Grand Haven	78	86	Salt Lake	84	84
Green Bay	82	92	Washington	82	90
Helena	64	70	Winnipeg	66	68

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

River Bulletin—

Stations.	Danger Line.	Gauge Reading.	Change in 24 Hours.
St. Paul	14	5.8	—0.1
Davenport	15	3.6	0.0
La Crosse	10	5.1	*0.1
St. Louis	30	13.3	*0.4

—Fall. *Rise.

River forecast till 8 p. m. Saturday: The Mississippi will remain stationary, or fall slightly, in the vicinity of St. Paul.

OCEAN LINERS.

Liverpool—Sailed: Cevic, New York; Sylvania, Boston.

Havre—Arrived: L'Aquitaine, New York.

Hamburg—Arrived: Graf Waldersee, New York.

Boston—Arrived: Commonwealth, Liverpool.

Dover—Passed: Northeastern, Chicago, via Montreal, for Hamburg.

Glasgow—Arrived: Kastalia, Montreal.

Genoa—Arrived: Trave, New York, via Naples.

Hongkong—Sailed: Empress of India, Vancouver.

Naples—Sailed: Hesperia, New York.

Moville—Sailed: Anchoria (from Glasgow, New York; Australian (from Liverpool), Montreal.

Brow Head—Passed: Georgic, New York for Liverpool.

Scilly—Passed: Grosser Kurfurst, New York for Cherbourg and Bremen.

Cherbourg—Sailed: Deutschland (from Hamburg and Southampton), New York.

MEN OF MANY MILLIONS

PASSENGERS ON THE DEUTSCHLAND, FROM SOUTHAMPTON TO NEW YORK.

LONDON, June 28.—J. Pierpont Morgan, W. L. Elkins, P. A. B. Widener and C. A. Griscom and other wealthy Americans who are to sail for the United States, chartered a special train to take them this morning from London to Southampton, where they boarded the Hamburg-American steamer Duetschland. The special consisted of a saloon carriage, a special second class car for the servants, a baggage car and one of the best engines of the Southwestern road. Among those who gathered to see the party off were second secretary of the United States embassy, J. R. Carter and Joseph H. Choate, Jr., the third secretary, and a few English friends of Mr. Dawkins.

Mr. Griscom said to a representative of the Associated Press:

"It is quite an accident that we are all together. We are not concocting great shipping deals or deals of any kind. We thought it would be more comfortable to take a special and so get a half hour extra in which to breakfast. We are all looking forward to an enjoyable trip."

Mr. Elkins said: "No, we have done no business here. We have had a most pleasant stay. There is really nothing to say."

Others of the American party made similar statements and judging from the manner in which business topics were tabooed the millionaire travelers might have been a lot of under graduates off on a picnic.

At 9:25 p. m., half an hour after the regular train, the special started for Southampton.

Among the other passengers on board of the Deutschland are Mr. and Mrs. W. K. Vanderbilt, Shekit Bey, Mr. and Mrs. John Boyd Thatcher, of Albany; Mr. and Mrs. C. A. Spreckels and Dr. James H. Worman, United States consul at Munich.

Gold From Alaska.

SEATTLE, Wash., June 28.—The steamship City of Seattle arrived from Skagway today with 175 Dawson passengers and a large amount of gold. There was no bank or company gold. It was all personal treasure. T. S. Lippy brought out $112,000. Purser Parmalee had sacks and bags of gold in his safe, which he estimated at $75,000. Many of the passengers had gold in their state rooms, of which they would make no estimate.

A SPECIES OF RURAL DELIVERY THAT DOESN'T GO.

RACERS REACH HANOVER

FOURNIER LEADS THE BUNCH AT THE END OF THE SECOND DAY'S RUNNING

PARIS-BERLIN AUTO RACE

Excites the Utmost Interest Among French and Germans Alike—Tricolor of France Floats in Berlin.

HANOVER, Prussia, June 28.—Fournier was again the first to arrive at the end here of the day's stage of the motor race. DeKneiff was second and Antony was third. Fournier thus adds to the Grand Duke of Luxembourg's prize, which he won yesterday, the award offered by Hanover for the quickest journey from Paris to Hanover.

The weather was brilliant here today, and among the thousands who assembled to witness the arrival of contesting motor cars were Duke Ratibor, president of the Automobile club of Germany; Baron Rothschild and Count Sierstorff and the Hanover municipal authorities. When M. Fournier drove into the city at a high rate of speed the band struck up the "Marseillaise," and the winner of Aix-la-Chapelle-Hanover event was vociferously cheered. The arrival of M. de Grais, on a car of German construction, was also heartily cheered. The competitors in the race were given a banquet this evening, when the complimentary toasts included one to President Loubet, of France, and another to Hanover's French guests.

Speaking at this banquet, Duke Ratibor expressed his recognition of what Frenchmen had contributed towards the success of the race, and thanked them for their efforts. Baron Rothschild spoke of the possibility of a similar automobile race in 1902.

Fournier arrived here at 2:13 p. m., having done 270 miles in 9 hours 7 minutes and 33 seconds. He practically led his competitors all the way from Aix-la-Chapelle.

ACCIDENT AT CASSEL.

At Cassel, Girardot got in front of Fournier and in the struggle for the leadership the two cars collided and a boy was injured. Fournier then took and maintained the leadership into Hanover. Beyond the accident at Cassel and a couple of punctures in the tires of his car, Fournier had no mishap and his machine is in good order. He ought to have a good chance of winning the race, although Antony and De Kneiff are running him very close. De Kneiff arrived here at 2:50 p. m., Antony at 2:52 and Girard at 2:54, amid the greatest excitement and confusion. Maurice Faran arrived fifth, at 3:26; Girarud sixth, at 3:36; Chaurard seventh, at 3:37; Heath eighth, at 3:45; Andre and Axt were ninth, at 4 p. m., Pascal tenth, at 4:11; Henri Ferman, eleventh, at 4:18; Hercer twelfth, at 4:22; Leys thirteenth, at 4:27; Osmont fourteenth, at 4:32; Ogier fifteenth, at 4:34; Charon sixteenth at 4:40; Berteux seventeenth, at 4:47; Lemeipse eighteenth, at 4:48; Reneult nineteenth, at 4:49; Jerrot twentieth, at 4:56, and Barraces arrived twenty-first at 4:57.

De Kneiff has forty minutes to catch up on Fournier and nineteen on Antony. All three of these contestants are running splendidly and if no accident occurs, the last day's race will be an extremely keen contest. A hot sun pouring down on the cars prevented their making anything like records, but a good average of from forty to forty-two miles an hour was kept up, the light machines especially recording fine performances. Nearly all the Renault Voiturettes did well.

The race seems to show that light cars on heavy roads are more practicable than the bigger and heavier machines, whose springs and tires gave way and are damaged.

Renault is leading the voiturettes and Osmont the motorcycles.

Several mishaps have occurred. Pinson's machine collided with a tram car at Medderich, in Prussia, both the tram car and the automobile were wrecked, and some people were injured. Pinson gave up the race. Roll's machine collapsed at Cologne, but after temporary repairs he resumed running and arrived here at 7:15.

Western Writers Adjourn.

WARSAW, Ind., June 28.—A banquet at Winona hotel tonight closed the sixteenth annual convention of the Western Association of Writers. W. W. Pfeimmer, of Kintland, Ind., was elected president of the association.

CORONATION OF EDWARD

FORMAL ANNOUNCEMENT THAT THE CEREMONY IS TO OCCUR NEXT JUNE

FROM PALACE OF ST. JAMES

Proclamation of the King Read to People of London Town by the Norroy King of Arms.

LONDON, June 28.—The royal proclamation, announcing that the coronation of King Edward is to take place in June next, the exact day not being determined upon, was read this morning at St. James place, Temple bar and the Royal exchange, with all the quaint, medieval scenes which marked the occasion of the proclaiming of the accession of the king. Today's ceremonial was unheralded, so the crush was not so great as on the previous occasion, but crowds quickly gathered from all directions and thronged the points at which the announcement was read. The ceremony began at St. James, where, from the purple draped balcony of the palace, the Norroy king of arms (William Henry Weldon), in a brilliant uniform, accompanied by heralds and pursuivants in gorgeous tabards, and numerous state officials, read the proclamation.

At the appointed hour four state trumpeters lavishly adorned in gold embroidered tunics, appeared in front of the balcony. By their side stood the Norroy king of arms, flanked by two royal macers, bearing gold maces, and surrounded by the blue mantle (Gordon Ambrose de Lisle Lee), the Rouge Dragon (Everard Green), the Somerset Herald (Henry Farnham Burke), the York Herald (Alfred Scott-Gatty) and the Windsor Herald (William Alexander Lindsay), all in their full official regalia, and the Earl Marshal (the Duke of Norfolk), the Lord Steward (the Earl of Pembroke), the Lord Chamberlain (the Earl of Clarendon) and others. The trumpeters sounded a fanfare and then the Norroy king of arms bared his head and read the proclamation in a clear voice, which must have been audible to the royal party, occupying a stand on the grounds of Marlborough house, facing the balcony of the palace. King Edward wore an admiral's uniform. Queen Alexandra and the others of the royal party watched the ceremony with the greatest interest, the king using field glasses to obtain a clearer view.

As the Norroy king of arms concluded with the words, "God save the king," the trumpeters again sounded a fanfare, the king in the meantime standing at the salute.

A procession was then formed, led by a detachment of the Horse guards, five royal carriages, containing the heralds, pursuivants and other officials, proceeded to the Temple bar and the Royal exchange, where the formalities, less picturesque, perhaps, were repeated.

Lord Mayor Green and the sheriffs met the procession at Temple bar.

HE WILL SOON OWN LONDON

CHARLES T. YERKES TO ELECTRIFY THE BRITISHERS.

LONDON, June 28.—The preliminary committee having the matter in charge was again occupied with the question of the electrification of the underground railroads. As the companies are unable to settle their differences as to whether the Yerkes or Genz systems shall be installed, the committee decided that the board of trade should appoint an arbitrator to determine which system shall be adopted.

The committee subsequently approved the legislation proposed to enable Charles T. Yerkes to electrify the roads, subject to the decision of the arbitrators and engineers appointed by the respective railroads, in regard to the system to be installed.

Speaking to a representative of the Associated Press tonight Mr. Yerkes said: "The result of today's meeting of the parliamentary committee is eminently satisfactory. Now the question of the system to be adopted is left in the proper hands. I have no doubt the work will proceed rapidly enough.

"The English people are children to matters of electric traction construction. They regard the whole problem as some great mystery. When it comes to selecting a system, we will easily demonstrate to them that the American system in use on thousands of miles of lines in the United States is infinitely superior to any system in Europe."

PLEAD FOR THE YOUNGERS

EMINENT MEN SIGN A PETITION URGING THE PAROLE OF CONVICTS

APPEAL TO GOV. VAN SANT

George M. Bennett, of Minneapolis, Presents the List and Offers Reasons Supporting the Prayer.

Gov. Van Sant received yesterday a budget of highly interesting documents bearing upon the question of the parole of the Younger brothers, now pending before the state board of pardons. This collection, which has been complied by George M. Bennett, of Minneapolis, contains petitions on behalf of the Youngers, signed by a number of men of prominence in this and other states, beside many letters, some bespeaking executive clemency for the prisoners and others treating of their conduct prior to their incarceration.

These documents are presented by Mr. Bennett with a letter to Gov. Van Sant, in which he states that none of them except a letter from the late H. H. Sibley, former governor of the state, and another from Robert A. Smith, now mayor of St. Paul, has ever been used before any governor or board of pardons.

Among the signatures to be found upon the petitions are those of the Rt. Rev. H. B. Whipple, the venerable bishop of the diocese of Minnesota; the Rt. Rev. Mahlon N. Gilbert, late bishop coadjutor of the diocese of Minnesota; Alexander Ramsey, former governor of Minnesota; H. A. Castle, George R. Finch, E. A. Young, E. J. Hodgson, Stewart L. Moore, Robert C. Dunn, George P. Wilson, George L. Becker, J. A. Wheelock, Col. A. Allen, Rev. M. D. Shutter, Frank M. Nye, E. W. Durant, Rev. John Wright, Archbishop John Ireland, Robert A. Smith, Gen. M. D. Flower. The petitions are signed by W. W. Murphy, George A. Bradford and C. A. Pomeroy, the only three survivors of the band of seven men who entered the brush near Madelia and captured the Youngers; and by Dr. H. M. Wheeler, who shot Clell Miller and Stiles at Northfield at the time of the bank robbery. The file includes letters from Bishop Whipple, the late Bishop Gilbert, the late Gen. Sibley, Capt. Henry A. Castle, and one from C. K. Davis, bearing date of Feb. 25, 1899.

There are also letters from Stephen B. Elkins, United States senator from West Virginia, testifying to the saving of his life by Cole Younger; from Maj. Emory S. Foster, commander of the Union forces at the battle of Lone Jack, Mo., relating the circumstances of the saving of his life by Cole Younger while he was a wounded prisoner in the hands of the Confederates; from Col. E. F. Rogers, who was aide to Maj. Foster and who corroborates the statement of Maj. Foster. Beside these there are letters and affidavits from former officers of the Confederacy, showing that Cole Younger was regularly enlisted in that service and that his conduct was soldierly, and affidavits to show the conduct of the Youngers during the fire at the prison in 1884.

The board of pardons will meet at the office of the governor July 8, and beside the question of the parole of the Youngers there will be about thirty other applications to be considered.

DESPERATE NEGRO CUTS TWO TO DEATH

PURSUED BY WOULD-BE LYNCHERS, HE TURNS AT BAY, THEN MAKES HIS ESCAPE.

PANTHER, W. Va., June 28.—Peter Price, a negro charged with affronting a white woman, was tonight cornered in a house at Iager by a band of infuriated citizens, bent on meting out summary justice. Price, in his desperate efforts to escape cut and killed George Hooks and F. M. McGrann, and seriously cut Charles Davis. Iager is a small town five miles south of here. Price, on seeing his pursuers, took refuge in a small room in the rear of a saloon. The mob battered down the door, and as they entered the room Price threw himself at them with the ferocity of a tiger, with a knife in each hand. Hooks and McGann fell to the floor, and two revolvers in the crowd were discharged at Price, inflicting but two slight wounds. With a desperate swing of his knife he laid open Davis' abdomen, and then leaped from the window. He was purued and captured by the officers, who hurriedly sent him to jail at Welch to avoid the rengeance of the populace. Hooks and McGrann were both well known citizens.

ST. PAUL IS VISITED BY TERRIFIC STORM

Serious Accidents Occur and Thousands of Dollars Worth of Property Is Destroyed.

Wind Blew at Astonishing Velocity and Rain Fell in Actual Torrents.

The most severe storm that has visited the city for years was the culmination of the week's record breaking hot weather in St. Paul. At about 1 o'clock yesterday afternoon threatening clouds began to gather and for two hours the heat was stifling. A slight wind blew up at 3:15 and a line of low wind clouds approached the city rapidly from the west. It struck the city twenty minutes later and the rain fell in torrents. The wind attained a high velocity and according to the weather bureau reports, was blowing at the rate of a mile a minue at 3:50 o'clock. In twenty minutes there was a rain fall of 1.45 inches, exceeding the heavy precipitation of two weeks ago by .43 inches in the same space of time and establishing a new record.

STORM WAS GENERAL.

Throughout the city much damage was wrought by the wind and rain, the most serious being in the business section, and on the West side and Dayton's bluff. Trees were blown down and stripped, chimneys were hurled from houses and stores, sewers were flooded and thousands of dollars worth of glass windows strewn over the streets.

The first building struck was that occupied by the Plymouth Clothing company, at Seventh and Robert streets. As William Ripley, of Olathe, Kan., was passing the Plymouth, accompanied by his wife, a show case filled with neckties and standing in front of the store, struck him and knocked him to the pavement. The wind forced the case and imprisoned man into the street. Patrolman Henton pulled Ripley from under the case and was just dragging him to the sidewalk when one of the large plate glass windows was blown out, a piece of glass striking Ripley on the nose and inflicting a bad gash. Henton was also cut in several places by pieces of flying glass. In a short time five large windows were blown out of the store front and side and another show case was demolished. People who had gone into the store to get out of the storm hurried into the basement, panic stricken, and one colored man more scared than the rest, started a prayer service, which struck no one as being funny until they had learned that the danger had passed over. It is estimated that the damage to the Plymouth windows amounted to over $500, while much of the stock was damaged by rain and falling glass. Ripley was taken to St. Joseph's hospital, where it was found that his right leg was fractured and left arm and face badly bruised.

MANY PERSONS HURT.

At about the same time the front of the Pioneer Fuel company's office at Fourth and Broadway was blown in. A. M. Van Kirk, 324 West Twenty-Eighth street, Minneapolis, was standing inside the office and was struck by a shower of glass. He sustained a gash three inches long on the back of his head and his hands were badly lacerated. He was Arcade, where his injuries were dressed, taken to Dr. Gerr's office in the Endicott. Eleven stitches were taken in the cut on his head, and he suffered for some time from loss of blood. He was able to go home last evening.

The back of the Wemott-Howard china store, on Jackson street, near Sixth, was blown in and a piece of flying glass struck Miss Anna Furlong, the stenographer, inflicting a bad gash on her right arm. She was attended at the store and taken to her home, 217 East Winifred street. From the second floor of the store a case of gas mantles was blown out of the window and smashed on the street below. Two large front windows and a number of pieces of china were broken. Several windows in front and rear of Decoster & Clark's store were broken, and Oscar Christenson, an employe, was cut on the head by a piece of flying glass. A large front window was blown from Jacob Mathies' tailor store at 389 Jackson street, a piece of it striking a horse on the street and inflicting a bad cut. A loaded furniture wagon standing in front of Mathies' store was blown to atoms, a number of valuable pieces being demolished. Windows were out all along Jackson street, from Eighth to Third.

MORE DETAILS OF THE WRECK.

A small fruit stand at Fifth and Sibley, owned by Thomas Egan, an aged cripple, was caught by the wind and turned over several times, and landed about forty feet away, with Egan on the inside. He was taken out much frightened, but not seriously injured, other than several cuts on his hands. Several trees in Smith park were bent almost to the ground, their roots being exposed. A large piece of tin sheet cornice work was blown from the roof of Fairbanks, Morse company, office at Fifth and Sibley.

Part of the roof of the old gas house at Fifth and John streets was blown away and the sides badly damaged. Part of the roof of the Omaha offices, Fourth street and Broadway, was also carried away by the gale, and the fourth floor of the building was flooded. Several large windows in Crane & Ordway's store were blown out.

rear of the building were the remains of the once respectable Aquarium window. With a crash the large front window of the Metropolitan buffet was blown in and a large cigar case, valued at $300, was ruined by the crash. Two windows of the Hoffman, Sixth and Robert streets, were broken. On Seventh street, between Robert and Wabasha, a number of windows were demolished, one large one in the store of the American House Furnishing company. One of of Yerxa's awnings was picked up by the wind and securely planted on the top of the Sterling wine house building across the street. Lennon & Gibbons came in for their usual share of broken glass. A large show case standing in the Seventh street entrance was blown through a side window, just escaping a woman, who was pulled aside. A wall clock on the Minnesota street side of Pat Grady's saloon was smashed to pieces and landed in the middle of the street. In the Wabasha restaurant, near Eighth street, window glass was strewn over the floor. The awning to Smith's music house, 44 Wabasha street, was blown through a front window. One of the steeples of St. Louis' French church, Exchange and Wabasha, was sent to the ground. The roof of Charles Haights' cigar store, 384 St. Peter street, was damaged and water flooded the store. From the wall of the building at Fifth and St. Peter street, a sixty-foot sign of the St. Paul eye and ear infirmary, was blown down and torn into fragments, and one of A. T. Hall's windows was broken.

Trees were scattered over the streets throughout the city. Two large trees at the home of Mrs. J. Lowe, 197 East Ninth street, were laid to the ground, and the skylight of the house so broken that the apartments were flooded. On the hill trees were blown down along Nina, Farrington, Western and Dayton avenuess. The front of the Elite laundry, Selby and Western, was smashed in, and also two windows in Schroeder's grocery store at Selby and Western. The Oakland avenue sewer was burst in two places between Lincoln and Western.

NEARLY WRECKS A HOUSE.

A new house on Portland avenue, near Victoria, was twisted out of plumb two and a half inches, and a smokestack was blown from Gilman terrace. In the same building several windows were broken.

On Dayton's bluff sidewalks were torn up on Earl, Fremont, Cypress and Conway streets. The roof was blown from a barn owned by Patrick Kelly Jr., 619 Plum street. It was carried across the street and broke the front windows in a house opposite. There was a severe washout at Case and Jessie streets.

Water ran down in torrents from the West side bluffs. At South Wabasha and Channel streets two tons of dirt and stone were deposited, and at Colorado street and South Wabasha the same amount. There was a severe washout at State and Morrison streets, and about 200 feet of sidewalk was carried away.

One unusual feature of the storm was the absence of lightning. There were very few bolts. The Assumption church, on Exchange street, was struck by lightning and the roof slightly damaged.

There were a number of runaways at the outbreak of the storm. At Seventh and Cedar streets, a number of horses standing together were blown into a heap and after extricating themselves tore out in several directions. On Wabashastreet there were four runaway teams, one wagon belonging to the Elk laundry being completely overturned at the Clarendon hotel. The driver, who was inside, escaped injury. At Third and Broadway a team attached to an American Express company wagon ran away, the wagon turning over on the driver, Fred Minne, without injuring him. Another team crashed into the Pioneer Fuel company's office at Fourth and Broadway, soon after the front had been blown in, and added much to the troubles of Mr. Van Kirk, who was just extricating himself from the glass. Two of the American Express company's wagons were blown over on Broadway near Fourth street.

Little Canada suffered much damage from the wind storm. Roofs and trees were blown away and there was damage done to the uncovered buildings by the pelting rain. At Wildwood a boat was overturned and the boathouse was damaged.

About 400 telephones in the city were out of use last night, although there were comparatively few of the city wires down. All of the lines down the river were out of order and up to an early hour this morning communication had not yet been held.

Washouts on the Chicago Great Western between St. Paul and Shakopee delayed traffic for two hours.

It was reported that a waitress at the public baths was temporarily paralyzed by a shock of lightning, which she sustained while drawing soda from the fountain.

SEVERE AT MINNEAPOLIS

ONE MAN KILLED AND SEVERAL OTHERS BADLY HURT.

A terrific, terrorizing wind storm, accompanied by thunder, lightning and torrents of rain, struck Minneapolis yesterday afternoon with a vengeance. Atmospheric conditions were cyclonic all the early afternoon, and at 3:45 the storm king took the throne and ruled for a full half hour.

In that short space of time one man was killed, a boy was fatally injured, a dozen others were badly injured and thousands of dollars worth of property was destroyed. Trees and telegraph poles were snapped like twigs and awnings and windows proved good food for the wind.

The storm entered the city from the northwest, and its path was fully a mile wide. That sickening roar so peculiar to tornadoes preceded it and frightened families sought shelter in cellars.

Had the storm been more compact there is little doubt that the fatalities and wreckage would have been appalling. The path was so wide that the shot was scattered, and Minneapolis escaped a catastrophe, the dire results of which can only be imagined.

The full force of the storm hit the Pawnee Bill Wild West show when the

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INTENTIONAL DUPLICATE EXPOSURE

DEFECTIVE PAGE