

HAVE INSPECTED STATE NORMALS

President I. W. Goodner of the Board of Education Commends Management.

THE ENROLLMENT LARGE

Spearfish School Is Largest and Best in State, With Madison Following—Some Needed Building Aids Being Erected.

Spearfish, S. D., Nov. 6.—The state board of education, President I. W. Goodner, Dr. F. A. Spafford and M. F. Greeley, accompanied by Irwin D. Aldrich, secretary of the board, have inspected the state normal school in Spearfish and the state school of mines at Rapid City. New work is under way at both places, a \$25,000 science hall being in process of building at the school in Spearfish, and an addition having been started for the main building at the Rapid City school.

Several reports assert that the state normal school at Spearfish is the largest and best normal in South Dakota. The enrollment this year is 205, being larger than on any previous year. The next largest normal is at Madison, having an enrollment of 173. The Madison normal has a larger dormitory and a larger model class than at Spearfish. There is already a demand for more dormitory room here.

Mr. Greeley of the board commends the excellent management of President F. L. Cook of the Spearfish normal. He doubts if any other man in the state could have made as much of a success of the school on the money available. The appropriation for the Spearfish normal is less than for the Madison normal by some \$100,000 a year, notwithstanding that living expenses are much higher here.

Manual training and domestic science taught in connection with the English branches are advocated by Mr. Greeley, who says these departments will be established at Spearfish as soon as the new science hall is completed. He feels highly pleased with the opportunity these branches will be given here, the grounds surrounding the normal school are under cultivation, being planted to fruits, vines and shrubs and to vegetables. They produce all the fruits and vegetables required by the dormitory, besides several thousand dollars worth that find their way to the local markets. Mr. Greeley says this furnishes a striking example of what may be accomplished with a little land by treating the soil and growing crops scientifically. President Cook furnishes employment to many students, both young men and young women, during the summer months, in caring for and harvesting his fruits and other crops.

The Spearfish normal is running with the utmost harmony both in the faculty and among the students. The school has an excellent system and the economy shown in its management was given special praise.

LAW WON'T HOLD.

A Deer May Be Killed in South Dakota, as Statute Does Not Prohibit.

Watertown, S. D., Nov. 6.—A 3-year-old deer was killed between the city and Lake Kampeska Saturday. Game Warden Schoenberger arrested E. P. Troen and J. L. Wiley for hunting and killing the animal. At the examination before Judge Countryman the construction was put upon the law of this state that the statute does not prohibit the killing of deer.

The law reads: "It shall be unlawful for any person or persons to pursue, hunt, or kill any buffalo, elk deer or mountain sheep," the apparent omission of a comma making the law ineffective as to the killing of either elk or of the common variety of deer.

That a deer should have been killed in this locality is considered a remarkable occurrence.

WHITECAPS PARDONED.

Four Men Convicted in 1900 Ordered Released From Imprisonment.

Pierre, S. D., Nov. 6.—On February 28, 1903, the state board of pardons, upon the recommendations of Judge Bennett, Judge Whiting and a large number of the citizens of Kingsbury county, recommended the pardon of Charles E. Johnson, John Wing, James Bralley and Charles Harrison, convicted at the December, 1900, term for participating in the so-called "white cap" affair in Kingsbury county. Governor Herrell has had the case under advisement. Judge Whiting, who prosecuted these men, having again earnestly recommended a pardon, Governor Herrell ordered their release from the penitentiary.

DEMOCRATS ORGANIZE.

Club Perfected in Minnehaha County—Officers Elected.

Sioux Falls, S. D., Nov. 6.—At a meeting of local democrats the organization of what will be known as the Minnehaha County Democratic club was perfected. The following officers were elected:

President—H. M. Westfall.
Vice President—L. L. Doyle.
Treasurer—J. T. Gilbert.
Financial Secretary—John Fitzgibbon.
Corresponding Secretary—E. Martindale.
E. S. Johnson, of Armour, chairman of the democratic state committee, was unanimously indorsed for the position of democratic national committee man from South Dakota, to succeed Maris Taylor, for many years a resident of Huron, who recently removed from the state.

COMMITTED SUICIDE.

Young Man Dependent Over a Love Affair Ends Earthly Career.

Osceola, S. D., Nov. 6.—Lee McConnell, a young man whose residence is unknown, who has been working for Frank McGrath at Westover, in Lyman county, committed suicide by cutting his throat with a razor. McConnell had not been dependent on McGrath for the past few days, but could not find work, and friends took him in a wagon and started for Pierre for medical attention. At Lee's bedside, on the morning of his death, in the latter's presence, it was stated that if the girl were not married, he would be married to her. It is believed that this was the cause of his suicide.

ATTEMPT LIFE OF EWEN.

Twelve Shots Fired at Star Witness in Hargis-Cockrill Feud Cases. Lexington, Ky., Nov. 7.—Twelve shots were fired in an attempt to assassinate Captain R. J. Ewen, the star witness in the Hargis-Cockrill feud cases recently tried in Breathitt county, as he passed along the dark end of Walnut street. The shots were fired from a blind alley. One bullet went through his hat and another through the lapel of his coat, but none touched him.

Captain Ewen was walking along with Judge W. H. Mann, at whose home he is stopping, and the judge had just crossed the alley in front of Ewen when the firing began. It is said there were two men in the alley. Ewen returned the fire and the assassins fled.

When Attorney J. B. Marcum was assassinated in Jackson, Captain Ewen was a prominent citizen of that place and conducted a fine hotel. It soon became known that he knew the murderer of both Marcum and Town Marshal Jim Cockrill, who had been assassinated some time previously.

Ewen fled from the city for fear he might be killed by the assassin or his friends. In his retreat, however, he informed the officers that Curtis Jett and Tom White were the players of Marcum and Cockrill, both murders growing out of the Hargis-Cockrill feud.

Jett was arrested, tried in Jackson despite the influence of County Judge Hargis, and convicted. He was tried and convicted a second time in Cynthia, White being a confederate and convicted also.

Governor Beckham sent troops to the scenes of the trials to prevent the mountaineers from raiding the courts and freeing the prisoners. Captain Ewen gave the testimony resulting in the convictions.

During the trial members of the Hargis faction burned Captain Ewen's hotel and made him penniless. Two of Judge Hargis' employees were arrested for setting the fire and are now awaiting trial.

Hargis Fails to Control Him. Captain Ewen first went to Jackson several years ago and became one of its most thrifty business men. He was a contractor, and like other mountain men, soon became an expert logsgang.

He entered into large contracts with the Hargises and Day Bros. for building turn roads, cutting and hauling logs to their mills and for loading their lumber on the cars. His wife opened the South Side hotel, where many timber men, railroad employes and miners stopped.

The Hargis men made him a deputy sheriff, but when they found themselves unable to control him in their feud it is claimed they tried to rid Breathitt county of his presence. In this they succeeded, for since the trial he has been living in Lexington.

FIXING THE BLAME.

Officials Claim the Special's Crew Are Responsible for Purdue Wreck.

Indianapolis, Ind., Nov. 7.—"I do not intend that anyone shall be made a scapegoat to bear the responsibility for the frightful wreck on the Big Four Sunday," said Coroner Tutewiller. "The blame shall be placed where it belongs, according to the evidence. If it is found that the officials were responsible the public will know it. If the men are to blame the attitude of the officials will be the same."

The statement was made by Coroner Tutewiller after he had finished taking evidence in the second day's investigation as to the responsibility for the collision between the Purdue university special train and a switching train in which sixteen students were killed and fifty injured.

Officials and Employes Differ.

The sworn statements of the men in charge of the special and of the coal cars show a condition of affairs diametrically opposite to that indicated by General Superintendent J. O. Van Winkle and Superintendent Charles A. Paquette of the Chicago division of the Big Four, who placed the blame on the crew of the special train.

On the other hand, Engineer William H. Schumaker and Conductor Frank M. Johnson of the special testified at the inquest that they were running as a scheduled train, with the right of way over trains of all classes and under orders to make fast time. Conductor Lon Acres and Engineer E. J. Smith of the switching engine swore that they had no orders intimating the approach of a special train and were permitted to proceed northward on the main track, as had been their custom every day.

The evidence indicates that there was a singular lack of orders between the Union station and North Indianapolis concerning the approach of the special and that flagmen, yard employes, switching crews and others were not informed as to the oncoming special.

Special's Engineer Testifies.

"I was running on a schedule order giving me one hour and forty minutes from Lafayette to the Union station, with fourteen cars," testified Schumaker. "I was also given time to be at North Indianapolis, North street and Union station. In order to make this time I had to be running between eighteen and twenty miles an hour within the city limits."

"I had six minutes from North Indianapolis to go to North street, a distance of two miles and three-tenths, and to make this time I had to run at this rate of speed between North Indianapolis and Eighteenth street in order to reduce my speed and have my train under control down through the main part of the city and over the crossings from Eighteenth street to the city limits."

This order also gave me right over all trains, and I considered that with this schedule order I had the same right of any first-class train."

The condition of most of the injured victims of the disaster shows a marked improvement. There is apprehension, however, that seven of the patients may not recover, but the physicians hope that all will be saved.

MILLIONS FOR CANALS.

A Great Majority in New York State for Internal Improvements.

New York, Nov. 5.—New York state yesterday gave a majority of nearly 14 million for the proposition that the state shall spend 10 million dollars for improving its canals. The plan is to widen and deepen the Erie canal so that it will accommodate barges 1,000 tons carrying capacity and to improve the Oswego and Champlain canals.

Under the law the state will be allowed to issue not more than 10 million dollars of canal bonds at any time, and the first issue must cover the work for two years. The bonds are to run not more than eighteen years. The advocates of the proposition declared that canal improvement was necessary for the rehabilitation of the commercial supremacy of the state. Unless the state canals are widened and deepened, they asserted, it would be only a short time before the railroads would be able to make such transportation rates as they might see fit, and that New York would be discriminated against.

RAILROADS' THREAT AIMED AT CANAL

They Say if Waterway Is Rebuilt They'll Put It Out of Business.

EXPECT TO DEFEAT PLAN

But if They Don't They Insist They Can Yet Haul Freight Cheaper Than a 1,000-Ton Barge Canal Will Do It.

New York, Nov. 7.—"If the Erie canal is ever rebuilt, the railroads will put it out of business in less than a year, making it as useless to the producers as is the present waterway."

This statement was made today by an executive traffic official of one of the large railway systems, and was backed by the general sentiment expressed in railroad circles.

Another statement of sensational character was to the effect that the Erie canal improvement never would be accomplished, as the railroads would find some way of defeating the undertaking. The boast that the railroads would be able to compete more than successfully with the rebuilt canal, capable of floating only 1,000 ton barges, is not considered by traffic and transportation experts an idle one.

The problem, in any event, will not have to be met by the railroads for at least a generation, as it will take that length of time to complete the improvements contemplated by the expenditure of \$101,000,000. By that time, traffic conditions and the centers of production may have changed so materially, it is thought, that the problems presented will be entirely different from what they would be today if the canal improvements were now complete.

Rates Are Too High. Back of the traffic expert's bold assertion lies the fact that the rates now charged for the transportation of grain and grain products, at least, from Chicago to New York, and other seaboard ports, are far in excess of those necessary to a fair profit. The present rate on grain by lake and canal from Chicago to New York is 10 cents per 100 pounds, and by rail 14 cents.

That the railroads could carry the 2,000 tons of coal in a train and make a good profit is well known in traffic circles. The Lake Shore and New York Central route, for example, can easily haul a trainload of grain containing 2,000 tons of coal and make a profit of 10 cents per ton. The cost of transporting the grain including interest on the money invested is at the outside not more than \$1,000, leaving a net profit of \$3,000. At the present rate of transportation, a trainload and a corresponding smaller percentage of increase in operating expenses, the railroads would be able to reduce transportation charges still further, long before the canal would be completed, and in certain cases which would make it impossible, it is claimed, for the slow moving 1,000-ton barges to compete with them.

It is generally recognized by railroad men that anything that reduces the cost of transportation of grain products to the chief markets will greatly benefit the producer. The real purpose of the canal is taken by railroad men to be primarily to assist New York in obtaining and maintaining supremacy of market as against the other Atlantic and Canadian ports.

The revised vote on the canal proposition in Greater New York was: For, 46,230; against, 10,833; plurality in favor of canal, 35,397.

WILL GOES TO PROBATE.

Judge Says Bryan Did Not Use Undue Influence With Bennett.

New Haven, Conn., Nov. 7.—Judge Cleveland in probate court today announced he had decided there was no undue influence by William J. Bryan over the late Philo S. Bennett in the construction of the latter's will, but that the sealed letter about which there has been so much contention was not incorporated in the will. He finds the document properly executed. In his decision the judge says: "It is not the province of this court in probating a will to construe its provisions," but a formal announcement of the decree was postponed until tomorrow by reason of Mr. Bryan's absence.

In rendering the decision Judge Cleveland said: "I find the question whether the will was properly executed was not raised, and it was improperly executed, and that the testator had sufficient testamentary capacity. I find there was no undue influence by Bryan over Bennett. It was claimed the sealed letter should be incorporated in the will. I find that reference in the will is sufficient, as to the letter, yet the language in the document itself indicated the will was executed before the letter was written. There was in existence before the will was executed a duplicate of the sealed letter. That is considered in support of the contention that the paper was a part of the will. The sealed letter was found with the will. I find there was no undue influence, but that the sealed letter was not incorporated in the will."

The court further said he expressed no opinion as to whether the sealed letter, which gives \$50,000 to Bryan and family, can be incorporated in the will. "It may be urged," he continued, "that it can be used, but as to that the court has no opinion to express."

The judge stated it was a question whether the probate court had the right to consider the construction of the sealed letter. It is also a question whether the lawyers in the case could so frame a question in relation to the matters to bring it within the province of the probate court to consider it.

Empress's Yacht Will Come. Berlin, Nov. 6.—Empress William's schooner yacht Meteor will go to the United States in the spring to take part in the ocean yacht race for the empress's cup.

CAR MEN TO STRIKE.

Chicago City Railway Employees Will Quit Work if Necessary to Enforce Their Demands.

Chicago, Nov. 7.—By a vote of 1,424 to 153 the employes of the Chicago City Railway company have endorsed a strike, if necessary, to enforce the demands of their union. The union's representatives will call upon the officials of the railway company with the ultimatum.

Chicago Cannerymen Return to Work, Resolving Advances in Wages for All Classes.

Chicago, Nov. 7.—The strike of cannerymen in the large packing houses here was settled today and the men return to work tomorrow. Skilled men receive an advance of 7 per cent and unskilled 4.

STRIKE SETTLED.

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WONT TRUST BLAIR.

Mutual Life Insurance Company Will Cancel Policies of \$250,000.

St. Louis, Nov. 7.—In the United States circuit court the Mutual Life Insurance company of New York filed an application for the cancellation of two life insurance policies, aggregating \$250,000, carried by the company on the life of James I. Blair.

The company charges that the policies were secured through fraudulent representations. The petition further charges that Blair attempted to take his own life on October 15 and on October 31, and to defraud the company of the amount of the policies. The petition also charges Blair, for ten years during which he was attorney for the company, deceived the company by representing that he enjoyed an income of \$100,000 a year, that he was a capitalist and able to pay the premiums.

The petition sets forth that on November 2 the company served notice on him of cancellation of the policies which it held on his life, and made him a tender of the amount of the premiums he had paid and interest thereon, amounting to \$23,000, and that this tender was refused. The tender is therefore made to the court and it is petitioned that Blair be required to appear in court to answer the charges, but not under oath, the petitioners specifically waiving requirement of an oath.

Papers summoning Blair to court were given to a United States deputy marshal.

CHIEF OF ROBBERS.

F. W. Whittling Bound Over on Charge of Complicity in Recent Burglary.

Junction City, Kan., Nov. 7.—F. W. Whittling was bound over to the United States grand jury on a charge of complicity in a recent postoffice robbery at Morrill, Kan.

Whittling is charged by federal officers with being the executive officer of a gang of robbers which has been attacking banks of the smaller towns in Kansas and Nebraska for some years past.

Evidence is alleged to be in the hands of the United States district attorney to the effect that the proceeds of the robberies were turned over to Whittling, who divided the money among the members of the gang. A number of the members are in penitentiaries in Kansas, Colorado and Nebraska, and it is charged that they received their regular share of the stolen money by means of postoffice money orders sent to them by Whittling.

Several sheriffs are said to be implicated in helping the gang, according to disclosures made by the United States officers.

BOY WILL DIE.

He Was Caught in Rope Machine and 1,000 Needles Punctured His Body.

New York, Nov. 7.—Thomas Walsh aged 14, employed in a rope factory here, met with a peculiarly horrible accident which undoubtedly will cost him his life. His body was perforated by 1,000 steel needles in a piece of machinery.

Walsh's duty was to watch the machine which separates the hemp into strands. As he bent over it to pick up pieces of hemp the machinery clutched his clothes, and he was drawn into it, shrieking for aid. There were 1,000 steel needles mauling up and down, and his body was frightfully mangled. The machinery stopped, but it was found necessary to take it apart before he could be released. The boy prayed for death after reaching the hospital.

ZIONISTS ARE HOME.

Six Trainloads Make Journey on Very Scant Provisions.

Waukegan, Ill., Nov. 6.—Half famished, yet thankful to get back with whole skins, six trainloads of Dowleites arrived at Zion City this afternoon from New York. There were 1,500 of the faithful, and each wore a look of mingled disgust and famine. Pell mell the followers of Elijah II. rushed to their homes or to the hotel to get food.

Afterward they told how, at the very end of the New York crusade, they had been lunched. The commissary department, headed by Deacon Cotton, had arranged with a New York caterer to furnish lunches which were to last all the way home, the price of each package of lunch to be 25 cents. Each parcel was supposed to contain two pieces of pie, four sandwiches, two apples and a bunch of grapes, this it was reckoned would serve each person for four meals, the trains leaving Monday morning at 8 o'clock.

The Dowleites say they would have been well provided for if the food had been good. The lunches, however, were delivered at the last minute. No examination was made, and when opened the packages were found to contain spoiled meat, stale bread, and rotten apples. Accordingly, barring what they picked up at Buffalo, the faithful had little to eat all the way home.

Expected Beating and Arrest. The followers feel satisfied with the trip, principally because they went through the crusade without injury.

"We went there expecting to get beaten by mobs, to be arrested frequently, and even to lose our lives," said one, "but the Lord was with us. Not a person was arrested and not one was hurt. We did not have an accident on the trains either going or coming, and it was because righteousness prevailed among us; all were sinless. Wrecks are caused by crime and sin."

The believers say that New Yorkers are cool and not at all demonstrative. The expected rush to Dowle's headquarters failed to materialize, though about seventy-five converts were made.

The financial part of the trip, all admitted, was a failure. One woman in New Hampshire, it is claimed, sold her farm and turned all the money over to Zion. Few other large donations were made. The Zionists say that the lower classes and poorer people seemed anxious to learn of Dowle, but that they were no the ones Zion was after.

Dowle remained behind, and his whole cabinet and twenty-five of the best choristers were kept with him. They will return a week from today.

First Judgment Against Dowle. To mark the return of the host the first judgment was entered against Dowle in the Lake county circuit court this afternoon. The amount was for \$3,770.83, and represented the claim of the E. B. Streeter Lumber company of Milwaukee. Heretofore Dowle has allowed few suits to come to trial, usually settling. The attorneys will at once take steps to get execution on some of Dowle's property at Zion City.

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