

TELEGRAPHIC. GIVEN EMPLOYMENT

On the East End of the Illinois and Mississippi Canal.

WORK FOR TWO THOUSAND MEN

A Water Way Connecting the Northwestern States with the Chicago Grain Market.

PRINCETON, Ill., Aug. 22.—The Illinois and Mississippi canal, commonly known as the Hampton canal, has been brought into prominence by the commencement of work on the east end. Today 1,000 men were put to work clearing the right of way, and in less than three weeks over 2,000 will be at work constructing the ditches and making ready for the locks. The men are being taken from the ranks of the unemployed in this district and will be given steady employment. This canal, which will connect the Chicago drainage and Illinois rivers to form an important waterway connecting the northwestern states with the Chicago grain market, which is now being faced with as much vigor as the present and future appropriations of Congress will allow.

The right of the east end for a distance of thirty-five miles has been definitely staked out. Twenty miles of this distance has been condemned by the U. S. district court and eight miles have been paid for and possession taken. Work on the new canal has now commenced as fast as the economy of the courts can operate. Next Monday the contracts for the first four miles will be let with the previous two active work to commence by the middle of next week. The excavations will be conducted along the entire four miles under the supervision of twenty government employees. The contractors will be let for each mile and each look eagerly.

A FREIGHT DEPOT BURNED.
A third Hundred Thousand Dollars Fire in Cincinnati.

CINCINNATI, Aug. 21.—The big freight office and adjoining buildings were burned today. When the alarm was sounded at 2:30 p.m., such a serious result was not apprehended, but the flames afterwards spread rapidly and completely. The fire depot was bounded by Third and West street and Central avenue. It was burned with damage to all the surrounding property, including the street cars passing in that vicinity.

It started in the old existing building adjacent to the big freight yards on the south side of Third street, extending 40 feet east from West street. It was caused by the explosion of a gas pipe, which had been used for heating fogging gas. The total loss is \$30,000, with \$145,000 insurance.

THE HOW SIEGE.

The Court of Inquiry has it was practically a citizen's verdict.

WASHINGTON, Aug. 21.—The Japanese delegation here has issued intelligence stating that it has been reported to them that the British naval court at Ningpo, which was held in Shanghai to investigate the facts of the sinking of the British steamer Kao Shing when engaged in a struggle for Chinese rights, has been captured by the Japanese. It is also reported that the British admiral has flatly stated to his government that he considers the sinking of the Kao Shing under circumstances in which the agent of the sinking of a Chinese vessel did not have subsequently advised the British government to make no claim.

ARMED MARSHALS CAPTURED.

KANSAS CITY, Mo., Aug. 21.—A general to the journal from Sedan, Mo., says:

After a lapse of four years the cowardly murderer of John S. Frantz, a prominent citizen of this county, has been captured. They are prominent farmers of business men living in this vicinity, and the news of their arrest has caused a sensation. Their names are Theodore F. Cox, Mark McRae, William Lickliter, John H. and Elmer Cox.

CALIFORNIA DEMOCRATS.

BUSINESS MEN'S DELEGATES NOW IN CONVENTION.

SAN FRANCISCO, Aug. 21.—The Democratic state convention convened here shortly after noon today. The nomination of a full slate ticket and the adoption of a platform in the west was the corporation. Tonight the internal debate on the choice of the gubernatorial nomination and the nomination of three candidates for United commissioners and three candidates for election to the state board of education. The platform was adopted without opposition. The resolution between the two platforms was easily carried over the voting of two candidates for these two important state offices.

H. C. Devereux of Los Angeles was elected chairman of the convention by acclamation. Dr. Frank A. Angell of Los Angeles is his present leading advocate in legislation, made the opening address on the railroad interests. He also spoke on the coming campaign for statehood and on the first time from the floor that the people had been in the open. This oration was warmly cheered and continued Devereux in his speeching manner so that the audience was interested in what he said.

THE BIG STORY.

MAMMIS, Wis., Aug. 21.—The investigation of Dr. Richard V. Eby for alleged heresy in his economic teachings has been suspended by the state superintendent of schools. Dr. W. C. West, who presided before the university regents committee this evening, there was a long discussion over the question as to whether the investigation should be continued. Dr. Eby, who was released before the university regents committee this evening, there was a long discussion over the question as to whether the investigation should be continued. Dr. Eby, during a long protest, argued that his teachings represented in his papers, with the specific charges

A. Tracy, of the local printing firm which Dr. Eby's printing, nothing but the office of the printing office than in his office, and that unless he did not do (Eby) might have to take his printing elsewhere, as the Christian society for which he was writing it did not care for him.

Eby also admitted to him, as Tracy testified, that heoyards were necessary sometimes to enable visitors to witness without leaving printing from the Tracy printing three months after the start of his protest. Dr. Eby could not say what the reason was. A striking point was that he had been Mr. Eby's informant a walking delegate during the entire, not since, and since the printing was not Eby at all. The investigation will be resumed Thursday morning.

Death on a Charge of Murder.

WICHITA, Kan., Aug. 21.—The man known as the "Hampton man," commonly known as the "Hampton man," has been brought into prominence by the commencement of work on the east end. Today 1,000 men were put to work clearing the right of way, and in less than three weeks over 2,000 will be at work constructing the ditches and making ready for the locks. The men are being taken from the ranks of the unemployed in this district and will be given steady employment. This canal, which will connect the Chicago drainage and Illinois rivers to form an important waterway connecting the northwestern states with the Chicago grain market, which is now being faced with as much vigor as the present and future appropriations of Congress will allow.

The right of the east end for a distance of thirty-five miles has been definitely staked out. Twenty miles of this distance has been condemned by the U. S. district court and eight miles have been paid for and possession taken. Work on the new canal has now commenced as fast as the economy of the courts can operate. Next Monday the contracts for the first four miles will be let with the previous two active work to commence by the middle of next week. The excavations will be conducted along the entire four miles under the supervision of twenty government employees. The contractors will be let for each mile and each look eagerly.

Another Error in the Truth Bill.

WICHITA, Kan., Aug. 21.—A additional error in the truth bill was constantly being brought to the treasury officials. Today an important mistake was found in section 5 of the bill. This section provides that all debts, taxes, assessments, and other amounts due to the state, town, city, and town, etc., "and until otherwise, stamped, branded or sealed, they shall not be delivered to the treasurer, should any article of import be received by the treasurer, except in cases of emergency, under charges of minister, through the justice of the peace hold them in the sum of \$100,000 each."

It is assumed that there should have been a period between the words "import" and "otherwise" but as there is no period, the language is ambiguous and may lead to some difficulties in its execution.

NEW YORK'S NEW BRIDGE.

NEW YORK, Aug. 21.—Overset was broken today at the New York end of the bridge over the Hudson river, which is to connect the two islands, Manhattan and Bronx, which will be completed in October.

The bridge, which is to be 1,000 feet long, will be 100 feet wide, and will be built in sections, each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,

each 100 feet long, and 20 feet wide.

The bridge will be built in sections,