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## CRIMINALS DISCOVERED

### How The Guilty Train Robbers Were Discovered—Unique Evidence Leads to the Punishment of Daring Criminals.

Washington, D.C., March 31—The all important rule which even a despised old hat may play in a crisis was never more conspicuously demonstrated than in the round-up of the bandits who recently held up and robbed the mails on a train on the Missouri Pacific road near Eureka, Mo.

The story of the old hat in the present instance is told by Postoffice Inspector Charles Perkins.

The robbery was one of the boldest in recent years; it occurred on the night of Jan. 21, the train being bound east from Kansas City to St. Louis. When the train reached Eureka, the engineer and fireman suddenly found themselves covered with revolvers in the hands of two masked men who had climbed over the tender of the engine and ordered them to stop and obey orders.

The engine driver and fireman were obliged to run two mail cars, which were detached from the rest of the train, about a mile up the track, where the cars were stopped and the engine's crew and railway mail clerks were ordered back to the cars left behind.

**Robber Once Driver**

Then the engine and two mail cars were run some five miles further up the road by the two robbers, one of them, "Bill" Lowe, as later developed, was formerly an expert engine driver on the Mexican Central road.

At the place of the second stop the robbers coolly looted the mail cars of a large quantity of registered mail and then abandoned the cars.

The holdup coming so close after the somewhat similar robbery on the Union Pacific road at East Omaha, for which the gang of five men engaged were recently sent to serve life sentences at the United States penitentiary at Leavenworth, caused a sensation.

Postmaster-General Hitchcock ordered to the place Inspector Perkins, of Chief Lethem's staff, by reason, no doubt, of the latter having led to the capture of the East Omaha gang. Inspector Perkins, who was born in Texas and reared in Idaho, seems naturally cut out for such work, being a dead shot and with a broad and intuitive knowledge of the men in the west who are prone to gun play and revel in the game of holding up express and mail trains.

But it is the "old hat" that played such an important part in the robbery at Eureka that the inspector modestly recited the facts in the case.

Arriving upon the ground, Inspector Perkins says he found little had been revealed in the way of clues, and then not until he had his attention called to an old grey, soft, broad brimmed felt hat that had been picked up at the scene of the holdup on the morning after by a clever young newspaperman of St. Louis.

**Traced Old Hat**

The inspector, from the description of the clothes worn by the robbers as given by the engineer, says that he became satisfied that the hat had been worn by one of the gang. In the absence of other clues in and about St. Louis, where he was satisfied the gang had made their headquarters, the inspector says he proceeded to find whence the old hat might have originally come.

Through a mark on the inside he found it had been manufactured by a firm in St. Louis and had been sold to another firm of hatmakers in Dennison, Texas, a year ago.

With the old hat in hand the inspector then went to Dennison, where it was identified by a hat firm there as one that had received from the St. Louis makers, but which had been sent back because there seemed to be no great demand for hats of its style.

Further trailing of the hat soon went to show that while in transit from Dennison to the St. Louis manufacturer it had been stolen with other loot from a freight car in the yard of the Missouri, Kansas and Texas road in the latter city some 10 months before.

The next move was to get a line on the suspects at the time the hat was stolen, and who might have stolen it from the freight car. In looking up these worthy the inspector was impressed by the rather dubious antecedents of one "Jim" Lowe, who had been employed by the Missouri, Kansas & Texas road at the time of the robbery.

The inspector was still further impressed with the fact that "Jim" had a brother, "Bill," who some 11 years before had been connected with the younger Jesse James in the holdup of a train. Inquiry respecting "Bill" Lowe showed him as being for the most part in the sale of mining stock, with an office in the Granite

building in St. Louis and as ostensibly reformed and conducting an honest and legitimate business.

**Science of Induction**

However, the inspector says, a sort of feeling crept into his mind that as "Bill" had the nerve to hold up a train 11 years before he might be tempted to try the old trick over again. At any rate, the inspector found that "Bill" was in St. Louis and handy for the job about the time of the robbery.

Furthermore "Bill" had been an engine driver and in a pinch could have done just as one of the robbers did in running six miles up the track with the mail car at Eureka. And then if in the latter job might he not have worn the "old hat" found at the scene of the holdup, and furthermore might not his brother "Jim" have given it to him after all?

Then the developments came quick and surprising, indicating the inspector's line of logic to have been well founded.

A quiet search of "Jim" Lowe's home resulted in the finding of goods stolen at the same time the old gray hat was taken from the freight car. Then "Jim" was asked to explain, and upon being shown the hat after some time he hesitatingly admitted that it was one "that had been given him by a friend" about a year ago, and which he later gave to his brother "Bill."

Then, the inspector says, all was plain sailing in the matter of running down the robbers.

From brother "Jim" it was learned that although he didn't take part in the hold-up he knew of it after it had occurred, he asserting that only two men did the job—his brother and one George Eberling, the latter leaving town a few days after the crime.

**Confession Made**

Inspector Perkins, through letters written to "Bill" Lowe by Eberling, traced the latter to Hot Springs, Ark., where he arrested him, finding some of the plunder, taken from the mail cars on him. Eberling at once confessed all, confirming "Jim" Lowe's assertion that Eberling and "Bill" Lowe only had been concerned in the robbery.

The arrest of "Bill" Lowe, who appears to have been the chief promoter to the holdup, followed at his St. Louis office, he being taken by surprise before he could draw his gun—while he said he would have done it given the chance.

Eberling was later taken to St. Louis, where he and Lowe are now held in \$20,000 bail each, with a life sentence starting them in the face.

"Jim" Lowe, at the same time, is held in heavy bail as a government witness, as it was through him and Eberling that most of the stolen mail—which had been buried and hidden under a shack near the scene of the robbery—had been recovered.

## UNIVERSITY GOVERNORS

### Report of Saskatoon Meeting—Tenders for Various Buildings—New Professors For University—The Hitchcock Scholarships.

At the meeting of the Board of Governors of the University of Saskatchewan held last week the following appointments were made:

**Professor Macdonald of Prince of Wales College, a B.A. of Laval and M.A. of Harvard, was appointed assistant professor of French from September 1, 1910.** Professor Macdonald's course was a brilliant one, and his work as a teacher has been extremely good. His colleagues are those who know him best—people of him in the highest terms as a man.

**Mr. F. H. Auld, at present superintendent of fairs and institutes, in the department of agriculture, was appointed Professor in the Faculty of Agriculture and Director of Extension Work.** Mr. Auld's appointment takes effect immediately but he will not remove to the university until the buildings are ready.

The board also appointed Miss Vera B. Campbell, stenographer in the Extension Department.

Professor W. H. Willing's appointment takes effect immediately.

These appointments are in keeping with the action of the Department of Agriculture in transferring to the university the educational work done by it. The attention of the members of the board was called to the very generous spirit of the minister of Agriculture in assisting the university in every possible way and facilitating the transfer of important divisions of his department.

The president's report that he would like to make two or three recommendations, probably be prepared at the next meeting for filling chairs in the university. The estimates recently passed by the house provide for eight professors in Arts and six or seven in Agriculture. It is reported further that all the lands for the university site had been transferred and paid for with the exception of three lots owned by Mrs. Cannix which are being expropriated.

The university arbitrator is Judge McGuire. Mrs. Cannix has already appointed her representative. It is expected that the hearing will be held shortly.

A vote of thanks was passed to Mr. Hitchcock for his generous gift of a scholarship of \$200 and an exhibition of \$100 for competition among the students entering the university in 1910. The regulations for university scholarships and the list of scholarships offered for the current year were submitted to the board and approved by them. Two scholarships of \$200 each, four of \$120 each and two of \$80 each with nine exhibitions of \$100 each are offered for competition for the present year.

The report of extension work showed that successful courses had been given in Moose Jaw, Regina and Saskatoon. The average attendance at these courses totalled about 250.

The board approved of the grant of a site to Emmanuel College on the university property not far from their present buildings. The conditions of tenure of these sites are not burdensome. An annual rental of \$5 is required. The character of the buildings and the style of architecture must meet with the approval of the board and the architects. This is intended to secure harmony between the university buildings and the other buildings on the university campus.

**College of Agriculture**

In establishing the College of Agriculture the board desired to secure the assistance of representatives of the farming interests in the province. An advisory committee is being formed. Already the agricultural societies have elected Mr. Angus McKay, of Indian Head, and Mr. F. W. Green, of Moose Jaw. The board of governors appointed Mr. Dixon, one of their members, to represent them on this committee. It is expected that the government will appoint two other members. This committee, it is hoped, will keep the college and the farming interests in the closest touch.

Preparations for work on the farm are progressing satisfactorily. Dean Rutherford has purchased fifteen grey horses at reasonable figures, and intends to purchase a few more. Many of these horses are already on the grounds. Certain farm machinery has been ordered. Feed and seed have been purchased, and a number of men have been engaged. Two or three have already arrived and are at work. The board expressed pleasure at the progress made by the Dean. About 350 acres of it will be sowed with wheat and 150 with oats. The balance will be sowed with other grains and roots. Mr. Saunders, of Ottawa, has offered an orchard of 150 trees. Through his kindness and that of Mr. Angus McKay, of Indian Head, and Mr. Murray, of Brandon, Mr. Fairfield (of Lethbridge, and the U.S. department of agriculture, a large number of the leading varieties of seeds have been secured. In equipping the farm every effort will be made to secure as large a variety as possible of the different types of machinery.

**Tenders for Buildings**

The main business of the meeting, however, was to consider the tenders offered for the university buildings. The estimates for the five buildings (the College Building, Students' Res-

dence, Agricultural Engineering Building, Live Stock Pavilion and Power House) approved previously by the Government Council amounted to about \$20,000. These estimates did not include the equipment of the power house, the cost of the tunnels to the various buildings. The tenders submitted were considerably in excess of these estimates. The estimates were formed last summer when labor and materials were from twenty to thirty per cent. cheaper than they are today. The board in accepting the tender of Smith Bros. and Wilson, agreed to omit portions of certain buildings in order to bring the cost nearer the estimates. It was decided to submit a request for an increase of the estimates to the government at an early date, and the chairman and members of the executive were instructed to present the case. After very careful examination of every detail the board came to the opinion unanimously that no serious changes could be made in the buildings without greatly impairing their efficiency. Their aim throughout has been to secure buildings of fire proof construction and of such a character that no serious repairs will be required for several years. They have planned so that the buildings can be made from time to time without serious alterations in the old buildings and at relatively small cost. For example, the capacity of the heating and power system can be doubled at less than one-quarter of the original cost; and the accommodation for the students in the residence can be doubled at less than one-half the original cost. At the same time they seek to take the lands from the interior Department but, wanted to lay his views before that department to sell those school lands. Previous governments had wisely set aside a generous portion of the public domain for the benefit of schools. That plan had worked well to the present and it was the duty of the present, and future governments to see that these lands were wisely administered. He estimated that there had been 2,287, 182 acres of school lands in Manitoba; 8,438,888 in Saskatchewan, and 8,433,333 in Alberta. The amount remaining was therefore large. The amount sold was 1,169,000 acres for \$56,000, or an average price of \$11.29 per acre.

From now on, Senator Davis believed the government would get more revenue at present and in the future by withdrawing these lands from sale and leasing them on twenty-five year leases. Ten dollars an acre would be a fair average price at present for school lands, and that amount invested at five percent for the benefit of schools would yield only 50 cents an acre a year. Under the leasing plan he proposed, Senator Davis said, that much of the school lands could be leased for an average price of \$2 an acre per year. This would greatly increase the present income for schools. It was argued that rents would not be paid, but his observation was that rents were paid to the government when no one else could collect rents. Sir Richard Cartwright said he would call the attention of the interior Department to this matter.

**Railway Charters.**

Senator Davis moved a bill to provide for the incorporation of railway charters by the Railway Commission instead of by act of Parliament as at present. That was similar to the practice in the United States. He saw no reason why the time of Parliament should be taken up by solemnly passing charters for the authorization of railways which never would be built and which the promoters knew would never be built.

Statistics showed this: From 1900 to 1908 Parliament had authorized 65 companies outside the C. P. R., G. N. and C. P. R. and C. N. R. to build 27,862 miles of railroads. Of this there had been only 468 miles built and that by only 12 companies. This showed charter-mongering. Under his bill a body of men could get a charter from the Railway Commission they would have to go preliminary surveying, which would cost about \$250 a mile. That expenditure would discourage charter-mongering. His bill would apply to big companies and would prevent them building routes against rivals, by only chartering them. They would have to build or let some one else do it. It would prevent over-bidding of lines for surveys and would show the approximate cost of the road and guide the commission in authorizing the bonds to the amount, only on which interest could be paid.

Senator Davis thought that his plan would save months of time of Parliament; it would cause railway business to be better handled, there would be no more lobbying. It was suggested that the state departments should issue charters on the recommendation of the Minister of Railways instead of the Railway Commission. He would be willing to have that change made. Senator Davis moved the adjournment of the debate.

**CAPTAIN TAYLOR DEAD**

Inspector of N.W.M.P. Dies at Moosomin, Last Week

Moosomin, Sask. April 6—The death took place here at an early hour this morning of Captain John Taylor, who has been in charge of the R.N.W.M.P. station here for some time past. Death came on him for some time, had seemed a pneumonia and the deceased retired at 10 o'clock tonight, but shortly, becoming very weak, the last rites were administered and a few minutes before death. The funeral will be held Wednesday at Antigonish.

**TRANSFER OF CLERGY**

Changes Affecting the Stations of Methodist Ministers

Toronto, April 7—The annual meeting of the transfer committee of the Methodist Church at Canada is being held here. Rev. Dr. Carman presiding. Changes affecting Western Canada are: Rev. James Greenway, Manitoba to British Columbia; Rev. A. R. Robinson from Alberta to Saskatchewan; Rev. J. E. Hugheson from Hamilton to Alberta; Rev. W. A. James, Alberta to Hamilton; Rev. M. Lindsay Wright, Montreal to Alberta; Rev. E. H. Brett, Toronto to Alberta; Rev. G. F. Salton, London to Saskatchewan; Rev. F. M. Wootton, Saskatchewan to London; Rev. E. E. Boothroyd, Newfoundland to Alberta; Rev. G. D. Armstrong, Montreal to Alberta; Rev. C. H. Johnston, Nova Scotia to Alberta; Rev. T. A. Wilson, Nova Scotia to Alberta; Rev. A. D. Miller, Toronto to Alberta; Rev. Robert Godfrey, Toronto to Saskatchewan; Rev. H. Wigle, Manitoba to Nova Scotia; Chas. R. Sing, Saskatchewan to British Columbia; Rev. Wm. Elliott, Saskatchewan to British Columbia; Rev. D. H. Clare, Bay of Quinte to Saskatchewan.

**SILVER DOLLAR**

Canada Will Have a Corollary of Her Own

Ottawa, April 8—Canada is to have in the near future a silver dollar; a coin similar to the one in the United States, a "cartwheel." In the Commons this morning Hon. W. S. Fielding gave notice of an amendment to the Coinage Act providing for the manufacture of these dollars.

Mr. Blain brought to the attention of the minister that there was in circulation a great deal of worn and detested coinage. He thought the banks should be instructed to take these coins out of circulation.

Mr. Fielding said there was already an understanding with the banks that these coins should be taken from circulation. However, if, as stated, there was considerable of this money in circulation, he would again draw the attention of the banks to their duty in the matter. Mr. Fielding added humorously that considerable of the worn change came from church collectors.

## LEASE THE SCHOOL LAND

### Senator Davis Wants Lands Leased, Not Sold—Government Will Not Consent—Davis After Charter-mongers—Railway Statistics.

Ottawa, April 6.—In the Senate today Senator Davis moved: "That in view of the rapid increase in land values in the Western Provinces, this Senate is of opinion that the school lands in those provinces should be withdrawn from sale and leased only until such time as they can be sold to the advantage in the interest of the public schools of the provinces in which they are situated."

He asked that the word public be dropped, as it might lead to a controversy which did not affect the question which he wanted to discuss. Senator Loughdale saw no reason why the word should be dropped. All lands referred to were for the benefit of public schools. The Government had done wrong in dropping the word in the Dominion Lands Act a few years ago. The word public was withdrawn. Sir Richard Cartwright said that he had no objection to the discussion going on, but he could not consent to the motion, which was a bald proposition to deprive the government of control of certain lands. He was not prepared to agree to that at present.

Senator Davis said that he did not seek to take the lands from the interior Department but, wanted to lay his views before that department to sell those school lands. Previous governments had wisely set aside a generous portion of the public domain for the benefit of schools. That plan had worked well to the present and it was the duty of the present, and future governments to see that these lands were wisely administered. He estimated that there had been 2,287, 182 acres of school lands in Manitoba; 8,438,888 in Saskatchewan, and 8,433,333 in Alberta. The amount remaining was therefore large. The amount sold was 1,169,000 acres for \$56,000, or an average price of \$11.29 per acre.

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**HOME**  
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