

while Robert Lindsay was the head and front of the great conspiracy...

From the reappearance of the name of Orlando Van Hise as secretary of the Missouri and Arkansas Railroad...

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Stedman followed instructions implicitly. Attired as a sawmill man of means, he began negotiations with Lindsay for Shannon County lands...

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I told him who I was and, briefly, what he was wanted for. "All right," he said coolly, reaching for his hat, "but you come just in time to spoil a big trade for me."

Then began a most desperate fight for freedom on the part of the land leaguers—a fight in which was employed every agency from the influence of the highest dignitaries in the Republican party to the intimidation of even minor witnesses by threats of lynchings...

With the history of the tree of death in Arden Valley in their minds the persons upon whom such names were served did not look upon them as jest or idle threats. Seventeen corpses had dangled from the limbs of this tree in mute testimony of the sincerity of purpose of the land leaguers...

It was in high political places that the most telling fight was made by the leaguers to escape the penalty of their crimes. To explain this fight I must revert for a moment to the national political situation of that year.

Robert Lindsay was prominent in the Grant faction of that state, being an officer in a large political organization with such staunch Republicans as Chauncey I. Filley and others of equal prominence. His father was Grant's personal friend and political beneficiary...

There was but one resource. In the perpetration of the big crime numerous individuals offenses against state laws had been committed, such as forgery, perjury and obtaining money under false pretenses. We might find justice in these state courts. This was suggested, but my superiors in Washington doubted the possibility of our being able to convict in the state courts on the theory that they were even more subject to influence than the federal courts.

Most fortunately there came to the rescue of justice at this critical moment a man with splendid fighting ability and a deep sense of duty—Circuit Attorney Harris of St. Louis. He possessed in a marked degree the qualifications that the federal prosecutors lacked. With him I went over the evidence. He leaped into the breach with a vim that was refreshing. He was invulnerable to political or other influences and soon mastered and marshaled for use the great mass of evidence.

In the meantime a touch of romance had been added to the drear details of the case in Cleveland. In the office of Orlando Van Hise there had been employed a clerk named Mary A. Johnson. Her sister had married George Linn, another member of the ring. She was also a notary public, and had taken many fraudulent acknowledgments for her employer. The government had intended to use Mary Johnson as a witness against Van Hise, but Cupid took a hand after the arrest and Van Hise and the girl were married, thus giving the government a serious setback in the prosecution of Van Hise, for a wife could not be used as a witness against her husband.

The dismissal of the case in the federal courts and the institution in the state courts of course necessitated the re-arresting of the defendants and the furnishing of new bonds. When we went to Cleveland we found that Van Hise and Linn had decamped for parts unknown, presumably Europe. The others were secured, however, and the trials were held in St. Louis, Mo.; Steubenville, Ohio, and Carlton, Pa.

that the shot fired by Gutteau on the railway platform at Washington had proved fatal, a prominent government official said to me: "Now that Garfield is dead there is little chance of convicting the land leaguers."

This statement was made on the assumption that President Arthur was friendly to the Grant element; but turned out to be an erroneous surmise. In answer to it I said: "The Republican party cannot afford to stand sponsor for these men."

There was no claim that the land leaguers had not committed the acts with which they stood charged, but their friends claimed—and unfortunately they found ready support among government officials—that the discovery of this technicality justified the dismissal of the cases.

My position was that merely of the officer who had been largely instrumental in planning and carrying out the investigation at the orders of my superiors. But I was determined that the criminals should not escape if it was in my power to prevent. I had seen all the august power of government arrayed against a host of malefactors whose crimes had been infinitesimal compared with that of these kind-gloved conspirators, and to me it seemed a violation of every tenet of eternal right to allow these men to go free because they were strong in the councils of their political party.

It was also conceived that the judge in question was in error legally, and support of my view I had a letter written by Assistant Secretary of State Bell to John Sherman, Secretary of the Treasury, calling attention to the fact that any person stealing or destroying any paper, record or document from any federal office could be fined and imprisoned. This section covered fully the thefts of land patents. Besides, it had been held by the Supreme Court that the actual delivery of a patent, as with a deed, was necessary to pass title.

So far as the use of their technicality was concerned the defendants gained their point. On the construction referred to the cases were taken to the federal court by the judge who had made the strange construction of the law.

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and powerful political affiliations do not palliate crime. Crime in broadcloth is still crime. The entire twenty-two were convicted and were sentenced to serve from two to nine years. These were the conspirators, big and little:

Robert L. Lindsay, Addison F. Burns, William Burns, Orlando Van Hise, George Linn, John K. Corwin, John F. Gardner, Samuel L. Carter, David S. Bigham, J. F. Richards, Benjamin F. Pickett, Herman E. Schuster, Charles Vassel, Charles Newman, John F. Norris, H. R. McClellan, George W. Neilson, Cyrus Smith, J. S. Wolfe, John Brady Jr., George L. Brown, Samuel C. Clark and Leo Whybark. There were sixty-one indictments against Lindsay, fifty-two of which Attorney Bliss nolle prosequit in St. Louis while Lindsay was on trial in Steubenville.

In the little courtroom at Clarion, Pa., was laid the pathetic closing scene of this memorable crime. William Burns, the gray-haired father, and Addison, his son, in the prime of manhood, were tried together. Their lawyers fought a good fight but lost. After they had been found guilty by a jury they were called before the bar for sentence. I can give the exact language of the judge, for it was stenographically preserved—not a general custom in those days:

"The offense committed by you is a very grave one. It was committed under very remarkable circumstances an seldom is crime committed which is so deeply imbedded in perjury as this crime has been. In order to make this forgery effectual, to impose the persons victimized, it was necessary to resort to falsehood, to impose upon notaries public and to impose forged papers upon the official of the United States in the land office. The crime shown that this single transaction was interwoven with many others of the same kind. That these several transactions have extended over a period of several years during which falsehood was continually resorted to; that one or the other of you have repeatedly forged instruments, imposed upon the officers of the land office and that you have repeatedly victimized the citizens of this commonwealth is proved. In the history of the crimes of this country there is no one that I know of that has developed so complete a system and so skillful an intertwining of falsehood, perjury and forgery."

"You had abundance of time to reflect you are both men of mature years. You knew the effect of your conduct. You knew that you were imposing upon the men who indicted you. You knew that you were reaping gains in this unlawful way and that you were imposing on the department at Washington and deceiving the officials in Missouri. You knew you were unsettling the land titles in this commonwealth and giving to the commonwealth an entirely worthless title and were getting from them as much money as you could by a system of false dealing. We regret the position you are in, and that the evidence was not such as would have warranted the jury in doing otherwise than they have. We do not desire to continue our remarks in a way to lacerate your feelings, but it is our duty to administer the law as faithfully as we can. William Burns, I sentence you to pay a fine of \$500 and to serve seven years at hard labor in the Allegheny penitentiary and Addison Burns, the same sentence is imposed on you."

Next week Captain Tyrrell will tell the thrilling story of the pursuit and capture of the famous Biebusch gang of counterfeiters. Watch for this interesting and true narrative of the Secret Service.

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The Searbaird Air Line announces that commencing with February 10th it will operate through coaches on train 33 from Portsmouth, Va., to Memphis, Tenn., via Birmingham. The train is now operating through sleeping car service between New York and Memphis on same train. With this excellent through car service the Searbaird can put you to Memphis with but one change of cars and that is at Monroe. For further information call on or address, JAMES KER, JR., C. P. A., 2-7-101 Raleigh, N. C.

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Geo. A. Page. Corner Fourth and Church Streets.

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Trains Leave Charlotte as Follows. No. 40, daily, at 5:01 a. m. for Monroe, Hamlet and Wilmington, connects at Monroe for Atlanta and points South at Hamlet for Raleigh, Norfolk, Richmond, Washington, New York and all points north and east, for Columbia Savannah and Florida points.

No. 123 daily, at 10:10 a. m. for Lincolnton, Shelby and Ft. Thornton, connects at Lincolnton with C. & N. W. No. 122 daily, at 7:15 p. m. for Monroe, connects for Atlanta, Birmingham and points South, also Hamlet Raleigh, Norfolk, Richmond, Washington, New York, and all points North and East, at Hamlet for Columbia, Savannah and Florida points, Pullman sleeping car Charlotte to Portsmouth Norfolk.

Connections are made at Monroe with all through trains for points North and South, which are composed of Vestibule Day Coaches, Pullman drawing room sleepers and dining cars between Atlanta through Richmond and Washington to New York. For rates, time tables, reservations apply to ticket agents or JAMES KER, C. P. A., Charlotte, N. C.

SOUTHERN RAILWAY. In Effect February 11, 1906.

This condensed schedule is published for information and subject to change without notice to the public. 4:00 a. m., No. 8, daily for Richmond and local points, connects at Greensboro for Winston-Salem, Raleigh, Goldsboro, New Bern and Morehead City, a Danville for Norfolk.

6:05 a. m., No. 27 daily for Rock Hill Chester, Columbia and local stations. 7:10 a. m., No. 15 daily except Sunday for Statesville, Taylorsville and local points; connects at Mooresville for Winston-Salem, Raleigh, Charlotte, Hickory, Lenoir, Blowing Rock, Asheville and points west. 7:15 a. m., No. 33 daily, New York and Atlanta Express, Pullman Sleeper to Columbus, Ga., and day coaches to Atlanta. Close connections at Spartanburg for Hendersonville and Asheville.

8:30 a. m., No. 32, daily, New York and Florida Express for Rock Hill Chester, Winstonsboro, Columbia, Savannah, Jacksonville and Augusta. First-class day coaches Washington to Jacksonville. Dining car service. 9:25 a. m., No. 26 daily, U. S. Fast Mail for Washington and all points north; Pullman drawing room sleepers to New York and Richmond; day coaches to New York; connects at Greensboro for Winston-Salem, Raleigh and Goldsboro.

9:30 a. m., No. 37, daily, Washington and Southwestern Limited, Pullman drawing room sleepers, New York to New Orleans and Birmingham; Pullman observation car; day coaches to Monroec; dining car service; solid Pullman train. 10:05 a. m., No. 30 daily, for Washington and all points North, Pullman sleepers to New York; day coaches to Washington. Close connections at Danville for Richmond, Va. Dining car service.

11:00 a. m., No. 28 daily, for Davidson Mooresville, Barab, Junction, Colesburg, Mocksville, Winston-Salem and Roanoke, Va., and local stations. 12:25 p. m., No. 11 daily, for Atlanta and local stations; connects at Spartanburg for Hendersonville and Asheville. 6:00 p. m., No. 25 daily except Sunday, freight and passenger, for Chester, S. C. and local points.

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