

Daily Globe Official Paper of the City & County Printed and Published Every Day in the Year BY H. P. HALL, NO. 117 WABASH STREET, ST. PAUL.

TERMS: Subscription for the Daily Globe, by carrier, (7 papers per week) 70 cents per month. By mail (without Sunday edition) 6 papers per week, 60 cents per month.

THE SUNDAY GLOBE. By mail the SUNDAY GLOBE will be one dollar per year.

THE WEEKLY GLOBE. THE WEEKLY GLOBE is a mammoth sheet, exactly double the size of the Daily. It is just the paper for the fire, containing in addition to all the current news, choice miscellany, agricultural matter, market reports, etc.

ST. PAUL, WEDNESDAY, JULY 7, 1892. THE GLOBE FOR THE CAMPAIGN.

Aid the Cause by Circulating Democratic Literature. Democratic city and town committees cannot do more efficient service than by extending the circulation of the GLOBE.

The price of the daily Globe is sixty cents per month. Committees or others can make their own computation of time-aid remit accordingly.

The weekly Globe is \$1.15 per annum, postage paid. It will be sent from date till December 31st for fifty cents.

Friends of the cause should interest themselves to see that the circulation of the GLOBE is rapidly increased.

The successor to Bill Washburn will be named on the 7th of September.

Timber thieves are in high feather. They will feel differently when the votes are counted next fall.

Gen. Hancock left the field on a stretcher and returned before his wounds healed. Gen. Garfield left the field before powder commenced to burn to take a seat in Congress, and never returned.

At Mark that is bad and door has been laid at Alk H. Dannel's feet by his political friends and newspapers. They have proved his unfitness for public life and hence we may expect his re-nomination at Waseca to-day with comparative unanimity.

BLZ WASHBURN'S GREG will meet to-day and go through the formula of again nominating him for Congress. Two years ago he came in and stole the seat away from Dr. Stewart, who had held it but one term and by all usage was entitled to a re-nomination.

The Washburn gang at Minneapolis, to-day, should pass the following resolution: Resolved, That we recognize in W. D. Washburn a man who obtained the seat in Congress by fraudulently and villainously buying his nomination and still more fraudulently and scoundrelly buying his election; he is the fast and easiest friend of pine timber thieves, and by all of these qualifications has proven himself a fit and proper Republican standard bearer.

Tax meeting yesterday of the Democratic State Central committee, also the Second and Third district Democratic committees, together with a number of prominent Democrats from various parts of the State, showed the party organization to be in a healthier state than ever before in Minnesota.

Everywhere in the State the nomination of Hancock is greeted with enthusiasm and it is not an enthusiasm which is evanescent. It grows with age and the interchange of views by the prominent members of the party presented an exceedingly encouraging picture.

Tax Pioneer Press has treated the White Bear disaster with singular indecency and inaccuracy from the start. It first bulletined that seven were drowned, and seven cowardly men swam ashore, leaving the women and children to perish. Then it added to its bulletin that only two were lost. In its issue yesterday it falsely accuses Mr. Leip of charging ten dollars for allowing a boat to go to search for the bodies, and maliciously charges Wm. R. Merriam and maliciously charges Wm. R. Merriam and maliciously charges Wm. R. Merriam.

COLE AS WINDOM'S RIVAL. A few weeks ago the Pioneer Press brought out Gordon E. Cole, with a great flourish of trumpets, as a Republican candidate for Congress in the Second Congressional district. A certain little coterie which sneezes when the P. P. takes snuff, echoed the sentiment, and the high toned Cole boom was launched. The public were informed that he was a great man. That he was a statesman, and would reflect great credit on the "bonaw" of the State.

The descriptions were so glowing that one almost held his breath to think that such a great man had been among us and remained so long undiscovered. If we except the Windom boom, nothing has ever been seen like the Cole boom. It was so high toned and intellectual. Mothers commenced to name their children yet unborn after him. Tomatoes avoided his track and hail storms went to wind up with the country. Cattle would obey obedience from the fence corners as the great and gorgeous Cole passed, and coils picked up their ears to such an extent as to be mistaken for turtles.

Not a drum was heard, not a funeral note, as the corpse of Strait, Chandler, et al. was hurried to the rampart. Cole was the triumphant genius and the P. P. was his prophet. It was a clear case where it was only necessary to stand by and see the glory of the Lord. There are always people who

will fly in the face of Providence or fortune and consequently while it was foreordained that the gorgeous Cole should go to Congress, garden seed Strait commenced to walk away with his cake. First one county and then another fired a Strait gun. The audacity of such a procedure fairly awed the public. It was a greater display of cheek than Joshua exhibited when he applied the brakes to our planetary system. The very idea that any pirate should be found, either from Penzance or Shalopoe, who would deliberately attempt to scuttle the Cole craft sent nervous tremors through the entire human system. But, sad as it may appear, the returns from the counties brought out the delegates as follows:

FOR STRAIT: Brown, 3; Benville, 6; Chappin, 3; Scott, 2; Kandiyohe, 4; Swift, 4; Le Sueur, 6; Washburn, 9; McLeod, 3; Total, 58.

FOR COLE: Dakota, 7; Rice, 11; Lincoln, 3; Lyon, 3; Redwood, 3; Total, 28.

SCATTERING: Goodhue (Chandler) 1; Kandiyohe, 4; McLeod, 1.

RECAPITULATION: Strait and all combined, 56; Cole and all combined, 44; Strait's majority, 12.

Cole may well be proud of his record. It shows the wonderful power of his personal organ. It demonstrates further that when a man begs for a nomination and compels it with the announcement that if elected he proposes to be a "statesman" and pay no attention to the interests of his constituency, he does not strike a popular chord. The P. P. ought to turn about now and abuse Cole, and declare that he has been defeated because he favors paying the State bonds.

The moral of the entire affair is that when a man desires to secure an absolutely fair boom he should secure the services of the distinguished organ which has just sent Cole to his political death. No damnation can be so sure and effective as that.

In death they were not divided. This was literally true of the ill-fated Gibson family which furnished four of the seven victims at White Bear lake on Monday. They went down together so literally that their bodies were found nearly at the same time. While the destruction of an entire family naturally shocks the community, it is not the greatest of calamities thus to die. If the end must come the fact that family ties are not sundered lessens rather than increases the affliction. There is something both pathetic and congratulatory in the affliction which takes an entire household at one fell swoop.

WASHBURN'S FUNERAL. The Solemn Concourse of 16 Which Assembled in St. Paul Yesterday.

Including General and Marshal McLaren and Capt. Russell Blakeley sixteen faithful followers of the lost cause assembled at the old court house yesterday morning pursuant to call. The call specified as the purpose of the gathering the appointment of seven delegates to the Congressional convention for the Third district to be held in Minneapolis to-day. The assembled wisdom of the party voted for the masses to arrive, but the masses did not come, and therefore business was proceeded with, the handful constituting itself a convention.

Capt. H. A. Castle rapped upon the desk for order, though the commotion thus caused was the only noise heard since the janitor opened Mr. B. & W. door and the crowd entered. He published, but as his only authority was a copy of the Dispatch he was obliged to apologize for its inaccuracy. He named E. L. Carver chairman, and he was elected without opposition. Mr. B. & W. chose secretary, after declining. He accepted the office, and borrowing a pencil and paper from the representative of the GLOBE he assumed the job by no means onerous duties of the post.

When I was called before 3 o'clock on the morning of the explosion, I had two or three of the bolters, but I have considered that in both cases it was through carelessness, and not through a fair, legitimate use, and if any of my engineers had treated me as a bolter I should have done so in a proper manner. My testimony showed those bolters to have been handled at the time of the explosion, I should have expected this bolter to have exploded. But handling it carefully as I have done, I am at a loss to account for the cause of the explosion.

Q. Was your attention ever called to the fact that that make of bolters were considered unsafe? A. Yes; my attention has been called to it, from the fact that there had been two explosions by the public press or from the bolters, but I have considered that in both cases it was through carelessness, and not through a fair, legitimate use, and if any of my engineers had treated me as a bolter I should have done so in a proper manner.

Q. How many grades of bolter iron are used in the manufacture of bolters? A. There are four grades used by most mills. They are all stamped to conform to the specifications of the American Society of Mechanical Engineers, and are of the following quality: C. H. No. 1; C. H. No. 1 flange; special; and the best iron in the wreck of the boiler was C. H. No. 1 flange and the balance of a still inferior quality.

This closed the testimony and the coroner announced that he would adjourn to-day until this evening at 8 o'clock to afford an opportunity for rebutting testimony if any was offered, and if not the case would be closed and the matter left for the jury for their verdict.

Barnum's Lost Zulu. One of Barnum's Zulus got lost the other day, and the Janesville, Wis., Argus gives the following account of his recovery: The happiest person we have seen for many days was the fugitive Zulu, who arrived here yesterday in charge of the American Express Company, and who joined his companions with the first of the morning. Since his disappearance in Detroit, the night of May 25th, he has had a varied experience. Unable to speak a word of English, or make himself understood, he has fared poorly, and is very thankful to get back to his "master," as he calls Prof. Barnum. "Digadano" says a white woman asked him to ride in a carriage after the evening performance. They soon changed to the steam cars, and in the morning he was in a having made his way to the depot, he was so was \$100 in silver that he had in a drom bag. He has no idea of time or space, but he found himself on the docks in New York. He could say "Zulundano," and one day he was placed on a ship. After being at sea a few days he was transferred to another vessel, and came back to New York. The first night after landing he spent in a prison. All this time Digadano has been in the hands of the police, and his conversation could not be understood, and often his efforts to make himself understood, resulted only in his being ridiculed. One day, while wandering about the great city, he discovered a large picture of Mr. Barnum on a fence. He sat down by it, believing it would help him find the company. The police noticed his peculiar conduct, and knowing about Barnum's missing Zulu concluded that this must be the man. Word was sent to Mr. Nathan M. Barnum, Mr. Barnum's agent in New York. Mr. Nathan hastened to the corner of Forty-second street and Vanderbilt avenue, and there, seated by the great bill board which fronts the depot, he found poor Digadano, who yelled with delight as he gazed upon the first face he had been able to recognize during his long wanderings.

The River and Boats. The steamer Charlie Cheever was not set out with the mails yesterday, but is laid up here for the present. The Alex Mitchell, Capt. Miles Dirks, took her place, going out for St. Louis last evening, and the Minnesota will go out to-day at 2 P. M.

The Mary Torrey, of the Diamond J line, having made a head trip to St. Louis and back in nine days, will leave here for St. Louis at noon to-day. The Mary brought up an excursion party of ladies, gentlemen and children from the American Express. The Mary will have taken rooms at the Merchants. The Diamond J, of the same line, will arrive about noon to-day and will probably lay over and start on her return trip to St. Louis tomorrow.

The river has dropped to seven feet above low water mark.

Root and Shoe Fatigue. Root and shoe fatigue is a common ailment of the summer months. It is caused by the heat and moisture of the weather, and is characterized by a swelling and redness of the feet, and a burning and itching of the soles. It is usually cured by the use of cool, dry shoes and socks, and by the application of a soothing ointment.

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the three referred to. The quality of material of which they are made is not calculated to stand a heavy pressure of steam. Their style of construction is defective. Not properly stayed. Nothing to hold up the crown sheet; there should have been a stay from the top of the fire box to the outer shell. It could have been made stronger. I do not consider any boiler absolutely safe. It could have been stayed as I stated. Never been called upon to examine the boiler of the Mary, but I have seen that kind of material. As I am a boiler maker myself, I feel a delicacy about giving an opinion about a boiler I never examined. Mr. Glenn there at one time asked me if a safe boiler is made. I consider that the crown sheet of the boiler in the Mary was defective in make and material, and was the direct cause of the disaster. It is very essential that the crown and the stay be tested by one known to be right. There are instruments made by which gauges are tested, but they cost hundreds of dollars; therefore take a first class gauge and test it a right angle to the stay in connection with a pressure pump. You can determine upon the dial if they are alike. After that is done it is a very convenient way to test the safety valve to show what pressure the boiler will blow off at. For the two appliances are correct, if it is required to know what the boiler will stand, it is an easy matter to test it with the same pump. A man who is competent to test the boiler should be allowed to do so, and the weight of the lever and bar, and determine pretty near if his steam gauge is correct. It is an easy matter to destroy a boiler. It may give way without any fault of the engineer. There are many causes of boiler explosions, and other causes to make them unsafe. Such was the case with the boiler under consideration. They are made of inferior material, but will compare favorably with that class of bolters made from the same material. The different qualities of iron in the wreck of the boiler. I consider that, taking the size of the boiler, it would explode with 65 pounds of pressure. I have no doubt but that the Mary would have exploded at 50 pounds of pressure. Was on board of the Mary two years ago, and told the then owner that he should put in stay bolts in the crown sheet. Last year I was on board of the Mary when the boiler exploded. I saw the boiler, and saw the stay bolts. I had a conversation with Major Halsted both before and after the explosion of the Mary Queen, and told him the boiler of the Mary was not stayed. Two or three men asked me how much it would cost to have the necessary repairs. The last one was a gentleman named Gray. I told him about \$500, but I did not know how much it would cost. He asked me the same figures to Capt. May in answer to an inquiry. I told Major Halsted that I did not consider his boiler safe, and did not wish to ride with him. The Major said he thought the boiler was safe, and that he would have it repaired. He said that he would have it repaired for \$500, and that he would have it repaired for \$500, and that he would have it repaired for \$500.

Continuing the Coronor's Inquest Yesterday. The Dead Engineer and the Boiler Liabilities to be Found Guilty of Manslaughter—Major Halsted, the Owner of the Boat, Tells His Orders—A Verdict to be Rendered To-day.

Pursuant to adjournment the coronor's jury in the inquest upon the victims of the Lake Michigan steamer, resumed its session in the hall, at Excelsior, yesterday morning, and resumed their investigations. The testimony taken yesterday is given in full below. The GLOBE representative visited the scene of the explosion yesterday morning, and found nothing to remind him of the terrible catastrophe which took place on that fatal morning of July 1. The wreck of the ill-fated steamer had been removed from the dock at the St. Louis Hotel landing, and towed some twenty miles from the city, and the fragments, and the broken fragments, a sad and silent reminder of an event, which is already almost forgotten, except by the bereaved relatives and friends of the victims.

The testimony of Major G. B. Halsted, the owner and captain of the ill-fated steamer, was as follows: Mr. Chadwick was introduced to me by Mr. Tinklenpugh as a first-class engineer, who he thought, would suit me. I asked him if he was a temperate man. He said he was. I asked him what wages he wanted? He agreed to take \$75 per month during the season. Mr. Tinklenpugh told me he was a machinist and could fix all the machinery if it needed repairing as well as any man. I appointed a day for him to come out to the boat. This was in the latter part of March or the first of April. He came together. He looked up the machinery and boat and said all seemed to be right. The machinery had been taken apart by Tinklenpugh and the piston rod had been repaired and new rings put in. He said that he had been repaired and new rings put in. He said that he had been repaired and new rings put in. He said that he had been repaired and new rings put in.

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