

Daily Globe

Official Paper of the City & County of St. Paul, Minnesota.

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ST. PAUL, FRIDAY, APRIL 21, 1882.

It is stated that the lawyers look on the present decision of the United States Supreme Court in the New Orleans bonds case, as a black eye for Mahone and the reputations of the country generally.

ATGERS SCHILL, the millionaire, has been re-elected Grand Sachem of the Tammany society with a full ticket of Sachems favorable to John Kelly.

There was no opposition ticket placed in the field.

If the fact that the 306 medal was not found on Jesse James is not sufficient to establish the fact of his having been a Half-breed, the information that there was a constant reader of the Chicago Tribune should settle all doubts on that score.

The declaration by Mayor Means, of Cincinnati, that he will see that every saloon in that city is closed on Sundays is a sufficient answer to the Republican slanders that Democratic victories mean free whisky and the desecration of the Sabbath.

SENATOR MITCHELL, of Pennsylvania, poised himself very skillfully on the Independent roost until the question of Chandler's confirmation forced him to show his hand.

In voting for Chandler's confirmation he surprised no one, for the people have long since learned to look with suspicion on the patriot who mounts the Independent perch.

THE fact that the ignorant negroes and office-seeking carpet-baggers of North Carolina have determined to cast their fortunes with the anti-Bourbons of that State, means nothing more than that the disreputable political elements are to again take a hand in its politics, and as usual bring up the rear with a black eye, and crying "tissue ballots and intimidation!"

THE debate in the House of Representatives last Monday develops the fact that the question of extending the charters of the national banks is not likely to be a party question.

A number of leading Democrats favored the early consideration of the bill to extend the charter of these banks which expires in February next. Opposition to the bill comes principally from Western Democrats and Republicans.

MR. SLYDEN, of the St. Paul and Sioux City line, is very busy these days settling the people's title to the land which he had with him. He has just returned from the southwestern part of the state.

To one gentleman he sold half a section for the purpose of settling the title to the land, and to another gentleman he sold another half section. This last gentleman was largely interested in the title to the land, and is negotiating for more land. He is now corresponding with other parties in England who will soon be out here. They all claim to be interested in the land, and will make excellent and useful citizens.

THE water in the river measured yesterday 12 feet, 5 inches, and was still falling.

THE War Eagle will arrive to-morrow and will leave for St. Louis Saturday. The Mitchell will be the next boat after the War Eagle.

NORTHWESTERN CAR AND MANUFACTURING COMPANY.

The stockholders of the Northwestern Car and Manufacturing Company, successors to the Seymour, Sabin & Co., met at the Merchants hotel yesterday and completed the formal transfer of property to the new company and effected an organization with the following officers:

President—D. M. Sabon, Stillwater.

Vice President—C. D. Gilliland, St. Paul.

Treasurer—R. F. Hersey, Stillwater.

Directors—D. M. Sabon, Stillwater; C. D. Gilliland, St. Paul; R. F. Hersey, Stillwater; J. A. Fogge, Boston; J. C. Cogswell, Norwich, Conn.; John C. New, Ingersoll, N. Y.; J. H. H. Drake, St. Paul; A. M. Sabin, Stillwater; J. C. Pierce, Red Wing; A. H. Wilder, St. Paul; Isaac Staples, Stillwater; C. G. Galtman, St. Paul; Thomas Lowry, Minneapolis; J. H. H. Drake, St. Paul; S. S. Sweeney, St. Paul; R. F. Hersey, Stillwater.

The only other business transacted was the taking of an inventory of the stock and settling the company's affairs.

A Curiosity.

MR. J. H. DRAKE, land commissioner of the St. Paul and Sioux City road, yesterday received a curious specimen of something that excited and attracted the attention of a good many people. The object consisted of thirty-three varieties of stone, knelt or bound together by a mass of melted asphaltum, and was four feet long, two feet thick, and was found sixteen and one-half feet under the surface of the earth, near Falls, Murray county, in the State of Georgia.

The specimen was placed in front of the office of the company, on Third street, where it was examined by a great many curious people.

Opera House This Evening.

No one should forget that Bengough, the great Canadian caricaturist and humorist, is to give an entertainment at the Opera house this evening. The entertainment will consist of a lecture upon current topics, illustrated by caricature drawings of local celebrities and well known public men, the most astounding and grotesque ever seen in this city.

Discrediting Haverly's Death.

CHICAGO, April 20.—The Haverly people have given up the rumormongering in the Congressional session they would have been almost certain to have succeeded. Instead of this they linked to the division scheme the proposition to admit one section as a State and did not quarrel among themselves relative to the distribution of the respective offices. The result is that they will lose both, as the Globe told them they would months ago. In fact they have themselves abandoned all hope of admitting Southern Dakota as a State, and are now arguing nothing but division. Too late.

Death of Darwin.

CHRIS DARWIN, the eminent naturalist, died in London yesterday. As an author and writer on geology and natural history he had achieved a world-wide reputation. He is best known in this country as the author of the development theory published in 1859 in a work entitled "Origin of Species." This theory, however, is more correctly associated with the name of the French naturalist, Lamarck, as a writer on natural history Darwin was as much the superior of Hugh Miller, as Hugh Miller was the superior of Darwin in the field of practical and speculative geology.

In 1832 Mr. Darwin sailed on the exploring ship the Beagle, and on his return in 1836 published the geological and zoological results of his travels. Of his published works the "Monograph of the Family Cirripedia," is probably the best appreciated as a work of great research and scientific merit. This work was published in 1851 by the Ray society and distributed among its members as possessing extraordinary scientific merit.

RAILROAD NOTES.

W. H. RILEY, traveling agent of the Chicago, Burlington & Quincy road, is in town.

Six coaches of settlers came in yesterday over the Chicago, Milwaukee & St. Paul road.

Mr. J. D. Brown, of the Chicago, Milwaukee & St. Paul road went up to Duluth last night.

E. H. Brown, of the St. Paul & Manitoba road, and Hermann-Brown, ticket agent at the Union depot, have gone to Chicago.

The Chicago, St. Paul & Omaha road took the morning train to Duluth, leaving at 10 o'clock for Stillwater in 60 minutes.

The train on the River division yesterday afternoon was several hours late owing to two freight cars being off the track near Lake City.

A. C. Blanchard, foreign freight agent of the New York, Lake Erie & Western Railroad company, with headquarters at Boston, is in St. Paul.

The Northern Pacific arctic train is doing splendidly. The water is coming in large supply all the time, and is very pure and agreeable.

The general passenger agents of Minnesota held their monthly meeting yesterday at the Union depot building, and revised the rate sheet for the month.

Monday night the train will be run on the Chicago, Milwaukee & St. Paul road for the accommodation of those who desire to attend the meeting of the Congregational club which will be held at 7 o'clock.

A special train on the Milwaukee road took back the Mendonsohn club and their friends to Minneapolis last evening. The same road also ran a special train last night between Chicago and Minneapolis.

Twenty-two coaches of settlers by the great western line, were due at Chicago yesterday. They are to come over the Chicago, St. Paul & Omaha road, and will probably be in St. Paul by 10 o'clock.

The check system of the Northern Pacific road of paying off is working splendidly, and next month the checks will be paid directly to the men by those that go out on the pay car, the same as though the checks were bank bills.

The ladies mentioned several days since as having come from the East in a special car to attend the Foreign Missionary Society meeting have returned to Chicago over the Chicago, St. Paul & Omaha road, in a special sleeper, outfit, dining car, and they will be taken care of.

The following arrangement about trains has been made on the Chicago, Milwaukee & St. Paul road, to take place on Sunday: Trains leave Hastings 8:30 a. m. Arrive at Lakeland 8:40 a. m. Leave for Lake City 9:15 a. m. Arrive at Hastings 9:30 a. m. The connection into Stillwater will be made over the Omaha.

"Try your luck in Montana" is the heading of a doggerel got out by the Chicago, St. Paul & Omaha advertising agency. It is signed by "The Editor of the latter road," and attention to the immense gold discoveries in Montana and to the fact that the best route for the people of the southwest is through St. Paul.

Several changes of time will be made Sunday on the Chicago, St. Paul & Omaha road. The train from Kansas City that arrives at 11:55 a. m., will arrive about 12:15 p. m. The train from Sioux Falls that now arrives at 12:10 p. m., will arrive at 12:30 p. m. The train from St. Paul to Sioux Falls and Salem will leave St. Paul at 7:45 a. m. The trains on the Chicago, Milwaukee & St. Paul, Heron Park and Woodstock will run daily instead of three times a week as heretofore. There will also be two trains each way daily between St. Paul, Winnetonka City and Elmore.

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NO. 5 ENGINE HOUSE.

Partial Occupancy of the Building—Work Yet to be Done to Complete the Building, Etc.

In company with Chief Strong and Fire Commissioners Bruener and Prendergast a GLOBE reporter paid a visit to the new engine house on St. Anthony's hill, No. 5—yesterday afternoon.

While the engine-house has been accepted by the city, and is being occupied as far as possible by the fire department, much remains to be done before that portion of the department can be considered effectively organized.

True, the force to be stationed at the house are in occupancy, and the engine and hose and other outfit with two thousand feet of new hose, half on the hose reel and the remainder on the rack. But there is only one pair of horses for the two machines, and another pair cannot be sent there until an extra large pair is bought for the La's France machine, in which a good deal of trouble is being encountered.

When such a team is found the pair of brown cows so long at No. 1 will be sent up.

The building, while accepted by the city, still requires considerable work to be put upon it to put it in proper shape. One item is the block floor, which will have to be laid. The walls will also have to be made stronger. And a number of other changes will have to be made, most of which can, however, be done by the fire lads.

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The two machines stand one in front of the other, the stalls for the horses on each side of the standing opposite its machine, being laid out, so that in case of an alarm they simply have to take a few steps and are in position.

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