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THE DAILY GLOBE. SEVEN ISSUES PER WEEK. Daily and Sunday Globe; ONE DOLLAR PER MONTH. SIX ISSUES PER WEEK—BY MAIL, One month, 50 cents; Six months, \$2.50; One year, \$4.50. Twelve months, \$10.00.

THE WEEKLY GLOBE. An eight page paper published every Thursday sent post paid at \$1.15 per year. Three months on trial for 25 cents.

ST. PAUL, SATURDAY, OCTOBER 21, 1882. The Globe on the Trains. The Globe has always been supplied to the news men on the trains, but at the previous size encountered difficulties which do not now need to be recounted.

Subscription Rates. Seven issues per week, delivered by carrier, mail or supplied by newsdealer—ONE DOLLAR PER MONTH. Five issues per week (omitting Sunday) by mail, as follows: One month, 90 cents; three months, \$2.50; six months, \$4.50; twelve months, \$10.00. Postage is prepaid on all papers sent by mail.

The Pioneer-Press having allowed Bill King to violently denounce the St. Paul Chamber of Commerce, including in characteristic intemperate language now announces that its columns are closed to further controversy. It is not likely that any one would have cared to answer such diatribes as Mr. King has indulged in, but after he has had full swing no reply is to be permitted. For this are we a Minneapolis paper.

The Globe bows its acknowledgments to its newspaper contemporaries, whose comments upon the enlarged paper appear on the second page. As time rolls on the Globe trusts to make such additional advancement that, even the extremely complimentary allusions, as now recorded, will fall far short of describing the actual advancement of the paper, in maintaining the position already secured of being the leading newspaper of this part of the country.

While the Jeannette inquiry is in progress at Washington to illustrate how men can sacrifice their lives in pursuit of a chimerical open polar sea, intelligence comes that a Danish Arctic exploring expedition is in an ice pack eighty miles from land, with every prospect that all on board will be starved or frozen to death. It is doubtful if men who embark upon such foolhardy expeditions are deserving of any more sympathy than those who deliberately take their own lives, but the governments that encourage them are certainly guilty of luring men to a horrible death, and are chargeable with the cold-blooded murder of the victims.

The dyspeptic Jim Green who, between drinks, edicts a sort of wheezy, cranky sheet at Le Sneur, that he claims is the true and only exponent of the Bourbon (Kentucky bourbon) Democracy in the State, is not happy. He is sorely troubled because the Republican nominee for the State Senate in his district will not run. Hon. M. Doran is the Democratic nominee, and as the dyspeptic Jim is indebted to Mr. Doran for what little newspaper foothold he has in Le Sneur, his viper instincts render him exceedingly anxious to see a Republican candidate in the field. This can probably be ranked as the C. Q. (clear) Democracy and the dyspeptic Jim Green is (between drinks) its prophet.

Mr. Bill Washburn is terribly exercised over the effect which the temperance vote will have on his chances of returning to congress. Of course he is, and well he may be. He stands before the public as a hypocritical whisky seller. In a little while with Mr. Satterlee yesterday, this kid glove paragon, who is begging for temperance votes, admitted that he sold liquor on his steamer St. Louis on Minnetonka, but excused himself on the ground that he did not run a regular bar, but only sold liquor in full bottles while parties were taking their meals. There is abundant evidence that this statement is not true, but admitting it to be so, it is difficult to see how it helps the case. He admits that he is a whisky seller and only disputes the way in which it is sold. This is thin.

Railroad Commissioner Baker consulted the Attorney General yesterday relative to the proper manner of printing election tickets, in order to have the vote properly recorded upon the question of applying the proceeds of the internal improvement lands to the payment of the new railroad bonds. The Attorney General gives it as his opinion that the ballots should be printed in the affirmative only, as every vote which is silent on the subject is a negative vote. Hence, those opposed to it, if any such there be, can omit any expression, and those favoring can print their ballots in this manner: "For the act applying the internal improvement land fund to the payment of the Minnesota state railroad adjustment bonds—Yes."

The editorial columns of the Minneapolis Pioneer-Press yesterday morning contained the following: The board of trade committee appointed to investigate the saw question have definitely concluded that further investigation upon that subject is wholly unnecessary and useless, and will not, therefore, revisit Lake Pepin as heretofore contended. Having fully demonstrated the fact that no possible damage is done to the interest of navigation by throwing sawdust in the Mississippi river, the committee have determined to waste no time in the vain attempt to placate malice or to uncover and expose local conspiracies against the business interests of Minneapolis. Whenever the lumber interest or any other of the great industries of Minnesota are assailed they will be defended, as they should be, no matter how questionable the assault may come. But hereafter the board of trade of Minneapolis will pay no attention to attacks upon the business interests of Minneapolis which are carried on only by the beating of Chinese gongs and the throwing of "stink pots."

When St. Paul business men are drummed to advertise in the Minneapolis Pioneer-Press, they might score a point by suggesting that some one seek its business in the city in whose interests it is exclusively published. It appears that some of our contemporaries still continue in a frame of mind over the publication in the Globe of a telegram dated at St. Cloud, announcing the formation of a Scandinavian Kindred club, when it should have been dated at Brainerd. The Globe published the telegram as it received it and promptly corrected the error as soon as it was ascertained. The error occurred in telegraphic transmission, as any one sufficiently curious can learn by applying at the Western Union office in this city. The Globe is a newspaper, and no sheet laying the slightest claim to such a title ever falsifies news. That is the meanest and lowest crime in the newspaper catalogue. The organs who are exercised over this matter simply betray their own character, when they presume such a falsification on the part of a cotemporary. Such editors will not only lie in preference to telling the truth, but only the fear of detection keeps them from being common thieves. (We are not so certain that they are restrained in that respect.) It is eminently appropriate that they should be found supporting the thieves' candidate for congress—Kauty Nelson.

It is somewhat amusing to note with what an air of seriousness the Madrid press and the cable correspondents allude to Marshal Serrano's efforts for a reform in the Spanish government as a covert attack upon the king. As the king is Serrano's own son, and was placed upon the throne through his efforts, the absurdity of the idea that the marshal is plotting against the crown is manifest. Serrano's purpose is to strengthen, not to weaken, the king. He sees that the time has arrived when reforms must be effected in the government either by the government itself or by a popular uprising of the people that will overthrow the monarchy, and he has wisely chosen to cement the bonds between the ruler and the masses by enlarging the rights and privileges of the people.

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The St. Paul & Manitoba road never takes a step backward. It declared a quarterly dividend of two per cent. yesterday, which is an advance from seven to eight per cent. annual dividend. The earnings of the road are, in addition, sufficient to amply provide for increasing its already immense equipment, to the proportions of its existing business and leave an exceedingly handsome surplus for contingencies. The fact that an additional story is being put upon the building used for the general offices of the company, to make room for the necessary clerical force, and that a new site is about to be selected for an entirely new headquarters buildings with more than double the capacity of the present structure even when enlarged, are strong indications that the immense business of this now giant corporation, and also the immense productiveness and business of the country which it traverses.

BRIDGING THE MISSOURI. A lawyer wishing to master the subject of riparian rights would do well to take up his domicile near the Missouri river. Once having unraveled the titles, which that erratic stream has entangled, there is no point in the vexed subject which will ever puzzle him. The completion of the bridge at Bismarck calls attention to the river which in great measure will bound our western agricultural civilization. For itself, and as a type of many of our western rivers, engineers are beginning to study its habits. The Missouri is a rapid and changeable stream, carrying in its waters a large amount of finely ground sand called silt. It is constantly overflowing its banks, changing its channel and transferring one bank to another. At Bismarck last year the river widened into a lake some twenty miles across. In spite of its great length the volume of water which it discharges is not so large as the Ohio, which shows that the explorers were correct in continuing the Mississippi river northward.

The most singular mark of the Missouri river is its fine sand. This gives a glass of water drawn from it a slightly milky appearance. The sand is said to act as a kind of perpetual filter and to make the water, when the sand itself has been removed, the purest in the world. Its presence makes the river extremely dangerous. A person falling into the river, finds his clothes rapidly loading with sand. Many an expert swimmer has been lost from this cause. The sand also produces a singular paradox. The Missouri is constantly overflowing its banks and widening its channel. This, of course, causes greater friction and a less rapid current. At this immense quantity of sand carried along in the water at once settles and again contracts the channel. In this way the wider the Missouri grows the narrower it grows. The river can therefore never have a very wide or sluggish channel. The sand also tends to gather round any firm object and build itself into a sort of levee. It is thought possible in this way to bridge the course of the river under permanent control. At Bismarck the span of the bridge has been greatly narrowed by a dyke built according to these theories.

PERSONAL. Among the prominent arrivals in the city last evening, was the Danish ambassador at Washington, de Bille. He is accompanied by Prof. Fredericksen, of Chicago, and they are the guests of H. O. Caray, Esq., business manager of the Nordvestern. Chicago Personal Gossip. CHICAGO, Oct. 20.—The Japanese embassy, in charge of D. W. Stevens, en route from San Francisco to Washington, arrived this afternoon over the Burlington railway and left at once over the Fort Wayne railway. The party is composed of Quashima, Muenori, ministers to Washington, and Juskie Wooyeno Kagenovi, minister to Vienna and their suites.

Rev. Chas. Spurgeon, of London, in company with J. S. Smithson, Rev. W. J. Edman, D. W. Whittle and Jas. McGrathman, leave to-morrow morning for St. Louis and will hold Christian conference there October 21 and 24; at Indianapolis the 25th and 26th, and at Cleveland the 27th and 28th.

Hamilton, Ont., Oct. 20.—An important convention of Baptist clergymen and laymen, which has been in session the past few days, had under consideration the proposed introduction of the Bible as a text book in the public schools of Ontario, and declined to take part in the deputation which will wait upon the premier of Ontario Tuesday next, assigning as a reason that they would not approve the proper use of the Bible in the public schools, they hesitate to take action which will interfere in any way with the religious liberty of any citizen.

COMMERCE. It appears that some of our contemporaries still continue in a frame of mind over the publication in the Globe of a telegram dated at St. Cloud, announcing the formation of a Scandinavian Kindred club, when it should have been dated at Brainerd. The Globe published the telegram as it received it and promptly corrected the error as soon as it was ascertained. The error occurred in telegraphic transmission, as any one sufficiently curious can learn by applying at the Western Union office in this city. The Globe is a newspaper, and no sheet laying the slightest claim to such a title ever falsifies news. That is the meanest and lowest crime in the newspaper catalogue. The organs who are exercised over this matter simply betray their own character, when they presume such a falsification on the part of a cotemporary. Such editors will not only lie in preference to telling the truth, but only the fear of detection keeps them from being common thieves. (We are not so certain that they are restrained in that respect.) It is eminently appropriate that they should be found supporting the thieves' candidate for congress—Kauty Nelson.

THE CONDUCTORS. They Conclude Their Annual Meeting With an Installation. THE NEW OFFICERS SELECTED. Interesting Ceremonies and Entertaining Speeches at Market Hall. MAYORS OF TWO CITIES PRESENT. Gen. Baker's Address—The Programme for the Excursion.

The fifteenth annual session of the grand division of the Order of Railway Conductors was brought to a close yesterday. This body has been in session since last Tuesday, and of all bodies that ever hold meetings the reporter of the Globe will give this important body of men the credit of keeping their proceedings to themselves. Here over one hundred men, coming from all parts of the United States and Canada, have been in session for four days in the city of St. Paul and with all the ingenuity and prying curiosity of the newspaper reporter scarcely anything has been or could be learned of their proceedings. They are pre-eminently modest men, and know how to keep a secret. A more intelligent and orderly body of men never met in this city. Their vocation has a tendency to make them thoughtful, serious and discreet, and even when absent from their posts of duty they carry with them their heavy weight of responsibility. Thousands upon thousands of lives are daily depending upon their watchfulness, and it is no wonder that they are men of deeds rather than of words.

The Globe has given all that could be made public of their proceedings, and all it can give now is the election of the following named grand officers for the ensuing year: G. C. C.—C. S. Wheaton of Elmira. G. A. C. C.—J. W. Robinson of Milwaukee. G. S. and T.—W. P. Daniels of Cedar Rapids. G. S. C.—Levi Green of Denver. G. J. S.—Geo. J. Johnson of La Crosse. G. O. S.—S. E. Freeman of Canada. Ex-Com.—J. S. Randolph of Canada. Jr. Com.—E. O. Soule of Cedar Rapids. These officers were duly installed at Market Hall yesterday afternoon in the presence of a number of our leading citizens. St. Paul would gladly and willingly made some public demonstration in honor of the association but all overtures looking that way were respectfully and resolutely declined. All that the association would accept was the use of Market hall tendered by Mayor Rice for the installation ceremonies of the grand officers and which took place at 3 p. m. yesterday. Shortly after that hour the delegates with their wives arrived and the assemblage was called to order by Past Grand Chief Conductor, C. A. Stinchfield, of Creston, Ill.

The grand officers named above were each invested with the regalia of their rank by the past grand chief conductor, after which they were escorted to seats upon the platform by Grand Marshal James Loughlin of Kansas City, and Grand Conductor, Samuel Phipps of Phillipsburg, N. Y.

Upon the platform was seated Mayor Rice of St. Paul, Mayor Ames of Minneapolis, City Attorney Murray, Gen. J. H. Baker, Aldermen Roberts, Johnson, McCarthy, Dowlan and others. The ceremony of installation being ended Mayor Rice arose and addressed the assemblage as follows: MAYOR RICE'S REMARKS. Mr. Grand Conductor, Officers and Members of the Order of Railway Conductors of the United States and Canada: I am greatly gratified in having witnessed the beautiful ceremonies of the installation of your officers.

I extend to you a hearty welcome from the people of this city. No class of our citizens is more worthy of our high respect. Your calling demands the exercise of an abnormally virtue. Upon you devolves every day the responsibility of protecting the lives of great numbers of people, and of braving patiently the exactions of the ignorant and the weak.

The confidence in which women undertake long journeys, and children are sent from one part of the continent to another in the care of railway conductors is a guaranty of the esteem in which you are universally held.

The philanthropic branch of your order, and which no object in life can be more worthy, also commands the respect of all people. But know as you are to be cool, patient and brave, these qualities are not more conspicuous than your gallantry.

And now gentlemen, many of you who no doubt remember St. Paul as an outpost of civilization, will see within a few days the foundation of future cities beyond. I trust that your short sojourn here, and that of your fair companions, may be made agreeable to each one of you.

Mayor Ames was next introduced and in a few happy remarks invited the order to visit Minneapolis, promising them the freedom of the city.

GEN. BAKER'S ADDRESS. Gen. J. H. Baker, railroad commissioner of Minnesota, was next called out. It is needless to say he was received with every demonstration of respect, and his remarks were listened to with interest. Gen. Baker was in one of his happy moods and his eloquent remarks were frequently interrupted with applause. The following is but a brief synopsis of his address:

With your vocations, duties and aspirations, I feel the most lively interest and sympathy. The new force which came with George Stephenson's locomotive affected the whole world of commerce, of travel and of civilization itself. That force overturned old systems and built all things anew. No discovered power, except the invention of printing, has wrought such changes among men. Examine the railroad from modern life and you will have thrown the world back for a century of time. This new force brings its attendant train of new employments and more diversified pursuits of life.

From the mine to the workshop, from the dead ore to the breathing engine, everywhere its vital power is felt. Soon modern life and see how many things are here present which, but for railways, would have no existence. Its vast ramifications spread and thread into every avenue of life. Consider our condition if this force was expunged from the activities of the age? It has given the nineteenth century a broad, full and progressive life. It has given us new vocations and incited new inventions.

And it is pleasing to note that this tremendous physical power carries with it also something refining. I have observed that it has evolved a literature of its own. Adams & Kirkman have enriched and embellished it with books, which would be an honor in any department of literature. Your periodicals are of the highest order, and on every side we now see the beginnings of culture and refinement. The locomotive itself, polished and adorned in its harness of steel, is the concentrated embodiment of a thousand energies. The cars are being decorated till they are palaces of art. Refinement and power are traveling hand in hand.

This force has developed many new classes of pursuits, and among them your own. And no class of attendants upon this great force more clearly touch the general public than yourselves. Indeed your duties are of a public character. The great traveling world is in your charge. They are dependent upon your prudence and your courage. A train load of passengers talk, read and doze away the hours, but the conductor must be sleepless and watchful. He it is who receives the public at the platform, cares for them on the journey and delivers them safely at the destination. The responsibilities upon him are vast. No class of men are so entrusted with human life and safety. That life of yours, too, is a life danger. We are familiar with the perils of a soldier's life. But after all the soldier faces the cannon perhaps but once or twice in a campaign. But the conductor is always in danger. On every trip he carries his life upon his sleeve.

By day or night, in calm or storm, over bridges and through tunnels, he is ever in the face of danger. He must be a firm, watchful and brave man. He must be full of courtesy and kindly forbearance. He must be sober and inflexible in his purpose. The public leans upon him and trusts him. It is through the arm of conductors that the great public come in contact with the railways. The mass of the people know nothing of railroad presidents and managers. To them the conductor is the impersonation of the railway. The general public care nothing about railroad presidents. They say to the profane Vanderbilt, "railroad presidents, be-d-d, we stand in with the conductors." [Great applause.]

There is one thing, too, I have observed since I have come to study this business. The men who operate the trains, who toil and sweat, who face every form of danger and who earn the money, are not the high titles they perform. [Applause.] Before large dividends are declared, the operatives, who have made it, should be fairly paid. No class of men, as a rule, earn their money as fully as the railway employes. For in addition to the actual labor must be added the living danger which attend their steps. For all these duties a high class of men are required. You are becoming a distinct and growing part of the nation. The future of the schools and colleges will be established for the education of railway men, just as there are now for law or medicine. Why not? It is a profession of the highest character, more and more entwining itself with the life of the busy and active world. Your association is for lofty purposes. It demonstrates your purpose to elevate your vocation. In this good work, I bid you God speed, I invoke you to feel and study the responsibilities upon you for the honor that belongs to a noble character, founded on courtesy and integrity, and let the conductor's name be a synonym for politeness, courage and every manly virtue! [Great applause.]

Grand Chief Conductor Wheaton then arose and in feeling and eloquent language returned the thanks of the order for the generous hospitality and good feeling with which they had been met and treated in St. Paul. He gave a brief account of the order, which is banded together for good, not only to the members, but to the public. The brotherhood recognized the fact that almost any day or any hour, one of them might cross the river for the last time, and hence the order had provided for the helpless ones they would leave behind. Mr. Wheaton's address was listened to with profound attention, and made a deep impression upon all his hearers, whether members of the order or not.

Mr. W. P. Daniels the Grand Secretary and Treasurer was next called upon, and he responded with warm thanks for the hospitality which had been extended to the Order in St. Paul.

COL. GEO. J. JOHNSON, of La Crosse, was next called out and spoke as follows: Grand Chief Conductor, Grand Officers, Ladies and Gentlemen and Brothers: Today we stand on the threshold of a new year, with its future before us, shrouded in a mist of mysteries. The old year is gone and is a thing of the past. To us, as an order, it has brought blessings, and as we stand here to-day before our altar, should we not with devout hearts return thanks to him "from whom all blessings flow" for the many manifestations of his pleasure, that he has showered on us individually and our order universally. Our ranks have not been broken by the loss of any member. Peace, harmony, good will and brotherly love exist throughout our orders and as a fraternity we have every reason to reverently bow our heads and return thanks to our Grand Chief Conductor on high for his many blessings.

The progress in our order during the fiscal year just brought to a close, both in the Dominion and the United States, has in point of usefulness and all that goes to make a successful and benevolent, practical order been equal, if not greater in any previous one in its history. With the increase of business throughout the land has come prosperity to our order, and an increased active membership. If each individual member will but realize that his efforts are required, and his active co-operation necessary to the prosperity of his division, there will be no fear of failure, for upon the activity of the order depends the success of its mission, and without it our order becomes a mere bagatelle. If we all work with renewed zeal for the advancement of our cause the coming year I am quite sure our efforts will be crowned with glory. Let each one feel that he has work to do in promoting the principles that unite us in fostering noble friendship to all, exercising charity to all offenders and cultivating benevolence in all its broad meaning—let the world see that we practice what we preach. The evidence of esteem with which this body is held should deeply impress us and stimulate each one to help in maintaining its good name and reputation in the future, and strive to secure its continued success by earnest, patient labor. Our order is a beneficial organization, having for its object the promotion among men of the true principles of friendship, charity and benevolence, the relief of its members in sickness and distress, the payment of a stipulated sum upon the death of a member, the care and protection of the widows and orphans, and the relief of the aged and infirm among mankind. It abjures everything of a political and sectarian character; only requiring that its members shall be good conductors, good citizens, and reputable members of society, and believers in the existence of a Supreme Being. I earnestly hope that all brothers will remember the law as given in our grand statutes and abstain from the use of intoxicating beverages, and that the public will be contentedly while on duty, and at all times, if possible. It is secretly so far as may

be necessary for the proper transaction of its business. In connection with our order we have an insurance, which in my opinion, every member should have, and I hope at our next annual convention we will be able to report a majority of our members insured. Brothers, if you will give this your attention, we can have a first-class insurance; as it is now, it is but little if any benefit to our families in case of accident or death. Use your influence to have every member of your division take our insurance, and you will find the blessings bestowed by this insurance upon the widows and orphans of our order is beyond the power of man to estimate.

Brother, our banners now wave from the Atlantic to the Pacific, and from the Canadas to the Gulf of Mexico. Its arms extend to foreign lands; and the lessons of universal beneficence are taught in the far away islands of the trackless deep. The brightest jewels which it possesses are the tears of the widows and orphans, and its imperative commands are to visit the homes where lacerated hearts are bleeding, to assuage the suffering of a brother, bury him, exercise care for the widow and orphan, exercise charity toward offenders, to construe words and deeds in their best light, granting honesty of purpose and good intention to others, and protect the principles of our noble order unto death. Its intentions are peace on earth and good will towards man. The light reflected from the heaven-born principles illumine the pathway of every conductor and teaches him to exercise these divine attributes in the spirit of their meaning—"perpetual friendship officers."

In conclusion, permit me to say: We are about starting out in a new year, and to you is committed the care of our order. Let each one of you be actuated solely by a desire to do right, and to see that our laws as laid down for our guidance, be administered for the best interest of all. Let our grand chief conductor find you ever ready to do all in your power to advance the principles of our noble order.

Brother, with a heart full of gratitude for the honor bestowed upon me by your kind attention, I trust that the future has in store for the order many blessings; that we will approach the highest degree of perfection, and redound to the greatest good to all mankind.

One or two other delegates were called out who made appropriate remarks, when Grand Chief Conductor Wheaton informed the delegates that other business required their attendance at the hall, and the meeting adjourned.

In the evening, or rather at the afternoon meeting, it was decided to hold the next annual session at Kansas City, Mo. This ended the business part of the annual gathering and now comes the more enjoyable part of the matter of which the following is the PROGRAMME.

Saturday, October 21. Excursion to Minneapolis, over C. M. & St. P. railway. Leave St. Paul Union depot 10:00 a. m., going via Fort Snelling and Minnehaha. Dine at the Nicollet. Visit points of interest in city and vicinity. Leave at 4:00 p. m., returning to St. Paul via Milwaukee short line.

Sunday, October 22. Excursion train for Winnipeg will leave St. Paul Union depot at 8:30 p. m., over St. P., M. & M. railway. Monday, October 23. Arrive at Moorhead 8:30 a. m. Breakfast at the Grand Pacific. Leave at 11:00. Arrive at Grand Forks 2:00 p. m. Leave at 3:00 p. m. Arrive at Crookston 4 p. m. Dine at Hallock, 7:30 p. m. Tuesday, October 24. Arrive in Winnipeg 8:00 a. m. Breakfast. Excursion over Can. Pac. to the Lake of the Woods. Return to Winnipeg. Wednesday, October 25. Visit points of interest in Winnipeg and vicinity. Thursday, October 26. Leave on return at 10:00 a. m., over Can. Pac. Ry. via St. Vincent. Dine at Hallock 2:30 p. m. Arrive at Glyndon 7:30 p. m. Supper. Thence via N. P. Railway to Brainerd and Duluth. Friday, October 27. Arrive at Duluth. Breakfast at St. Louis hotel. Visit points of interest. Leave at 12:00 p. m. via St. P. & D. railway. Saturday, October 28. Arrive in St. Paul 7 a. m., and then homeward bound to duty and work.

INDICTED FOR LIBEL. The Editor of an Irish Paper Indicted for Libel was lying August Belmont, [Special telegram to the Globe.] NEW YORK, Oct. 20.—On affidavits of August Belmont, the grand jury found an indictment for libel against John Devoy, of No. 25 Park place, editor of the Irish National. The article alluded to an amount of money, some \$65,000, which had been deposited with Mr. Belmont by Mr. O'Mahoney when he was the head center of the Fenian brotherhood. This was some seventeen years ago. O'Mahoney has since died, and others who have assumed charge of the affairs of the Fenian brotherhood demanded this money of Mr. Belmont. It was stated by Assistant District Attorney Allen that this money had been used by O'Mahoney to purchase a draft on England. This draft was sent to Ireland, and it was confiscated by the English government. Mr. Belmont had sent to Mr. Devoy and explained the whole matter had been settled, offering to produce papers to prove his statements. Nevertheless, the publication of the article was persisted in.

CHICAGO, Oct. 20.—Henry Clay Maynard, for the past eight years manager of the Western Union telegraph office of this died at Geneva Lake, Wis., this morning at 10 o'clock. Since the death of his wife last spring, he has been much broken in spirit and health, and was obliged to leave his office two weeks ago, since which time he has rapidly failed. He suffered from a puzzling complication of disorders, and died in a congestive chill. He was widely known and respected by all.

CHICAGO, Oct. 20.—Louis Malmasha, scenic artist at McVickers, reputed to be the best in the profession, died last night.

ABERDEEN, Miss., Oct. 20.—Rev. Robert Faine, senior bishop of the M. E. church South, is dead.

Congressional Nominations. SAN FRANCISCO, Oct. 20.—The Republican city and county convention nominated Tozier, for police judges, J. E. Wilson and Hale Rix.

ST. LOUIS, Oct. 20.—The anti-Filley Republican convention of the Ninth congressional district of this city, nominated Dr. H. McLean for long term, and Geo. B. Forster for short term.

NOMINATIONS. CHICAGO, Oct. 20.—The Democrats of the Third congressional district nominated John J. Penrose for congress.

NEW YORK, Oct. 20.—Irving hall congressional convention in the Ninth district nominated Jno. Hardy for congress.

WILLIAMSBURG, Pa., Oct. 20.—The Democrats of the Sixteenth district nominated Gen. W. H. Early for congress.

Yellow Fever. PENNSACOLA, Oct. 20.—A daughter of Dr. Whiting, secretary of the board of health, died yesterday of yellow fever. Several cases of fever are reported in adjacent towns.

THE REGISTRY. Important Information for Voters—When, Where, and How Registration is to be Made. Below will be found the boundaries of the several election precincts of the city. Under the law the judges of election appointed by the city council will, as given below, meet at 9 o'clock on Tuesday next, to make up and correct the registry list, putting thereon the names of all persons known to the board to be legal electors of the ward or precinct, a copy of which is to be posted in some conspicuous place where the last preceding election in said district was held. The board will again meet on the Tuesday (Oct. 31) of the week preceding the election, for the purpose of revising, correcting and completing the registry lists, meeting at 8 o'clock in the morning, and remaining in session until 9 o'clock p. m. The manner of correcting the registry lists, either of electors residing in said district and entitled to vote therein, may appear before said board, and require his name to be recorded on said alphabetical list. Any person so requiring his name to be so entered on said list, shall make the same statement as to the street and number thereof, and where he resides, with the name of the household, required by the provisions of this act, of persons offering their votes at elections, and shall be subject to the same penalties for refusing to give such information, or for falsely giving the same, and shall also be subject to challenge on election day either by the judge or any other elector whose name appears on said alphabetical list, and the same oath may be administered by the judges as now provided, in case of persons offering to vote at an election; and in case no challenge is made of any person requiring his name to be entered on said alphabetical list, or in case of challenge, if such person shall make oath that would entitle him to vote in case of challenge at an election, then the name of such person shall be added to the alphabetical poll list.

PRECINCT BOUNDARIES. Following are the boundaries of the election districts of the city and the judges in each: THE FIRST WARD. First precinct—All that part of the First ward lying north of the center line of Tenth street—voting place, 1st ward engine house. Judges—J. G. Taylor, E. H. Milham, Paul Weide.

Second precinct—All that part of the First ward lying north of the center line of Tenth street. Voting place, at Joseph Thayer's place, on Pearl street—north side near Temperance street. Judges—Jno. Dowlan, Daniel Sanford, W. S. Wilson.

THE SECOND WARD. First precinct—That portion lying south of the center line of Eighth street. Voting place old court house. Judges—P. O'Regan, Jacob Heck, Geo. W. Lamson.

Second precinct—All that part of the Second ward lying north of the center line of Eighth street—voting place at John Wagener's, corner of Twelfth and Robert street. Judges—C. C. King, Geo. Lynch, W. L. Kelly.

THE THIRD WARD. First precinct—That part of the Third ward lying south of center line of Tenth street and College avenue. Voting place City Hall. Judges—E. L. Larpenreuter, Matt. Koch, Nils Angner.

Second precinct—All that part of the Third ward lying north of the center line of Tenth street and College avenue. Voting place at corner of Rice and Martin streets. Judges—Stephen Denzer, J. D. Ludden, R. J. Markoe.

THE FOURTH WARD. First precinct—All that part of the Fourth ward south of the center line of Pleasant avenue, and north of the center line of Goodrich street and east of Dousman street, to a point where said Dousman street if extended southward would strike the Mississippi river. Voting place at the engine house. Judges—S. McConnell, John Clarkson, M. J. Glan.

Second precinct—All that part of the Fourth ward lying north of the center line of Pleasant avenue, to Marshall avenue, and thence along said Marshall avenue easterly to the intersection with Lewis street; thence southerly to Nelson street and thence easterly to Summit avenue, thence along Summit avenue to Third street, and thence along Third street to its intersection with Pleasant avenue. Voting place at No. 5 engine house, corner of Mackubin street and Selby avenue.

Verdict against a Newspaper. LINCOLN, Neb., Oct. 20.—It will be remembered that two years ago a scandal about John B. Fenck, grand oratory chief Templar, of Nebraska, was printed in the daily Democrat, of this city. The story was sent to the Associated Press and widely circulated. Fanned about the proprietors of the paper. To-day damages were rendered in favor of French. There was not a particle of evidence to sustain the charges against him.

Steamship News. PHILADELPHIA, Oct. 20.—Arrived: The Pennsylvania, from Liverpool. LIVERPOOL, Oct. 20.—Arrived, the steamship Wisconsin from New York. NEW YORK, Oct. 20.—Arrived, the State of Pennsylvania from Glasgow. LONDON, Oct. 20.—The steamships Australian and Korea from Brindames, and the Elbe from New York have arrived out.

Old ex-Senator Simon Cameron says Tilden ought to have been allowed to take his seat in the executive chair in 1876, for the single reason that his administration would so have pleased the people, that they would have reinstated the Republican party promptly. That is a simple case of Cameron morality in politics. But he is a trader in the party of "great moral ideas."

A significant movement in Buffalo is the formation of a Cleveland and Moulton club, Moulton being the Republican candidate for congress. This looks like a mosaic union for the good of the Union. Acting President Arthur has gone on to Washington to remain a few days and then hasten back to New York to remain till after the election, to "fix things." We have had acting presidents before, but we never had one act like this one. "Chet" don't seem to get into the wards hysterical politician.

Judges—J. Hopkins, James Dillon, G. C. Chell. Third precinct—All that part of the Fifth ward lying north of election precinct No. 1, and west of the track of the St. Paul & Duluth railroad. Voting place at corner of Lafayette avenue and the Manitoba railroad track. Judges—C. M. McCarthy, F. Knauft, John Gibbons.

SIXTH WARD. First precinct—All that part of the Sixth ward commencing at the easterly limit of said ward, where the same, thence as Odell creek, intersects the same, thence westerly along said creek to its intersection with Ouster street; thence southerly along the center of said Ouster street to the southerly corner of block 6, West St. Paul proper; thence westerly to the center of the east end of Prospect Terrace; thence down the center of said Prospect Terrace to Hyde or Bidwell street; thence down the center of said Hyde or Bidwell street to Cayuga street; thence down the center of said Cayuga street to Cary street; thence down Bellows street to Cary street; thence down the center of Cary street to Ethel street; thence down the center of Ethel street to Ohio street; thence down the center of Ohio street and continuing westerly along the brow of the bluff to the westerly limits of said ward. Voting place at the Merritt house.

Judges—Henry Beland, Wm. Erdman, Chas. Fitz. Second precinct—All that part of the Sixth ward not included within precinct No. 1. Voting place, at the place where elections have heretofore been held. Judges—Jas. Cullen, P. R. McDonald, Christ Myers.

STILLWATER. STILLWATER GLOBULETS. A special term of the district court will commence on Monday next. Judge McClure will preside. Persons wishing marriage notices published, should exercise some care in giving the correct names. The woman arrested Thursday evening was discharged yesterday morning. It was not definitely decided whether she was insane or drunk. A tramp was taken in charge by the police yesterday morning. He rosted in a barn somewhere last night, judging by the amount of hayseed in his hair. The members of the Universalist society are making efforts to raise the funds necessary to secure the permanent services of the Rev. Mr. Preble, of Bangor, Maine.

Mr. Dinsmore, one of the guards at the main gate of the prison, is off for a week's vacation. Charley has assisted to swing the gates every working day for the last year. Mr. Fred Pennington to-day forwarded a car load of horses over the North Wisconsin railroad to Superior Junction, to be sent from there to the camp on the Totogatic. The funeral of Mrs. Ann McCoy will occur to-day, at 11 o'clock a. m., from her residence on south Third street. Deceased was the mother of James McCoy, and of Mrs. Jay E. Hitchcock.

Last evening a lady narrowly escaped being run over by a horse and buggy through the reckless driving of those in charge of the vehicle. The person driving and his companion were arrested, and will have a hearing in the municipal court to-day. Two prisoners from St. Louis county were brought to the state prison yesterday—Daniel Sullivan, convicted of larceny from a dwelling house, under sentence for two years, and John Haspin, assault with intent to do great bodily harm, to six months.

About noon yesterday, a roll of tarred paper was lost from Mr. Karst's delivery wagon somewhere between First street south and Burlington street. Search was at once instituted until about dusk, when information was received which will lead to the recovery of the lost property. Logs, lumber and supplies are at present the staple subject of conversation among those interested in the logging business. Yesterday James Hinchee left with a crew of twenty men to open camp No. 2 on Chase's brook for Mr. Staples. On the same day Mr. Staples forwarded a car load of supplies