

Daily Globe

Official Paper of the City and County.

Printed and Published Every Day in the Year

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THE DAILY GLOBE.

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THE WEEKLY GLOBE.

An eight page paper published every Thursday.

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 session encountered difficulties which do not now need to be recounted.

SUBSCRIPTION RATES.

Seven issues per week, delivered by carrier, mail or supplied by newsdealers—ONE DOLLAR PER MONTH.

Six issues per week (omitting Sunday) by mail, as follows:

One month, 90 cents; three months, \$2.50; six months, \$5; twelve months, \$10.

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, indulging in characteristic intemperate language now announces that its columns are closed to further controversy.

The Globe shows its acknowledgement to its newspaper contemporaries, whose comments upon the enlarged paper appear on the second page.

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.

BRIDLING THE MISSOURI.

A lawyer wishing to master the subject of riparian rights would do well to take up his domicile near the Missouri river.

INDICTED FOR LIBEL.

The Editor of an Irish Paper Indicted for Libelling August Belmont.

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.

PERSONAL.

Among the prominent arrivals in the city last evening, was the Danish ambassador at Washington, de Bille.

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.

REASONABLE BAPTISTS.

HAMILTON, Ont., Oct. 20.—An important convention of Baptist clergymen and laymen, which had 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.

MINERS' STRIKE.

CUMBERLAND, Md., Oct. 20.—The miners in the Meyersdale coal region struck for an advance from forty to fifty cents a ton. Only one mine is working to-day.

tion 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 contemporary. 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—Knut 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.

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 extending 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 straws which indicate the immense business of this now giant corporation, and also the immense productiveness and business of the country which it traverses.

BRIDLING 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 the 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 bring the course of the river under permanent control. At Bismarck the space of the bridge has been greatly narrowed by a dyke built according to these theories.

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 a mainly 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, than 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. Exchange 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 his vital power is felt. Scan 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 included new inventions.

And it is pleasing to note that this tremendous physical power carries with it

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.—J. W. Robinson of Milwaukee.

G. S. and T.—W. P. Daniels of Cedar Rapids.

G. S. C.—Leo Green of Denver.

G. J. S.—G. J. Johnson of La Crosse.

G. O. S.—E. Freeman of Canada.

Ex-Com.—J. S. Randolph of Canada.

Com.—E. O. Soble 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.

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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 of merit 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 host of energies. The cars are being decorated with the 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 dependant upon your prudence and your courage. A train load of passengers 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 their destination. Your responsibilities 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 faithful to the soldier and the sailor. 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 by 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 of courteous and inflexible in his purpose. The public leans upon him and trusts him. It is through the army of conductors that the great public come in contact with the railways. The mass of the people know nothing of railroad presidents or managers. To them the conductor is the impersonation of the railway. The general public care nothing about railroad presidents. They say to the professional railroad president, "I don't care, 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, as a rule, adequately paid for the high duties they perform. [Applause.] Before large dividends are declared, the operating men should be paid. No class of men, as a rule, earn their money as fully as a 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 profession. I expect to see the day when 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 of your calling. Build for yourselves a noble character, founded on courtesy and integrity, and the conduct of the railway will 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 all its mysteries. The old year is gone and a thing of the past. To the 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 hand of death. Peace, harmony, good will and brotherly love exist throughout our orders and our 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, beneficial order been equal to any other in the previous one in its history. With the increase of business throughout the land has come prosperity to our order, and the prosperity has given to the membership renewed confidence in the 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 promulgating the principles of his order, fostering the 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 cultivation of fraternal relations among its members. It abjures everything of a political or sectarian character, and 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 on all public occasions, and more especially while on duty, and at all times if possible. It is secret only 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 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. The only influence to have every member of your division make 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."

Brothers, 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 benevolence are taught in the bright standard of our 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 the dead, 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 laws are 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.

And now, 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 on earth; an era of peace and good will 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 at 10:30 a. m. Arrive at Minneapolis at 12:30 p. m. Dinner 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 10:30 p. m., over St. P., M. & N. 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. Ry. 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 10:40 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 Libelling August Belmont.

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.

Obituary.

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 Paine, senior bishop of the M. E. church South, is dead.

Congressional Nominations.

SAN FRANCISCO, Oct. 20.—The Republican city and county convention nominated to-day, for police judges, J. E. Wilson and Hale Rix.

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

NORWICH, Conn., Oct. 20.—The Democratic convention of the congressional district nominated John J. Penrose for congress, and

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

YELLOW FEVER. PENNSYLVANIA, 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 erasure of names not legally upon the list, or of supplying names omitted, is set forth in the following section of the election law:

It shall be the duty of said board at their meeting for revisions and correcting said list, to erase therefrom the name of any person inserted therein, who shall be proved by the oath of two legal voters of said district to the satisfaction of said board, to be non-residents of said district, or otherwise not entitled to vote in said district at the election next to be held. Any elector 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

is divided into two election districts, as follows:

First precinct—All that part of the First ward lying south 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

is divided into two election districts, as follows:

First precinct—That portion lying south of the center line of Eighth street. Voting place old court house.

Judges—P. O'Regan, Jacob Heek, Geo. W. Lamson.

Second precinct—All that part of the Second ward lying northerly 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

is divided as follows:

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. Larpenieur, Matt. Koch, Nic Wagner.

Second precinct—All that part of the Third ward lying northerly 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

is divided as follows:

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 Douglas street, to a point where said Douglas street if extended southward would strike the Mississippi river. Voting place at the engine house.