

Daily Globe.

Official Paper of the City and County.

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THE DAILY GLOBE.

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THE WEEKLY GLOBE.

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The Globe on the Trains.

The Globe has always been supplied to the men on the trains, but at the previous season encountered difficulties which do not now need to be recounted. At the present size it ought to be found everywhere. Parties who cannot in the future obtain it on the trains or of newsdealers will offer a favor by reporting the matter to this office with particulars.

The Republican Indians are apt pupils of the Republican officeholders. They threaten to steal their neighbors, the Crows, poor before winter is over. The Republican officeholders have been stealing the people poor for twenty years, and the Piagnans are only following the example set them.

At five minutes before midnight, last Saturday night, the goodly goodly Nettleton, of the Minneapolis Tribune, hastily vacated his office and went home, announcing that he would do the remainder of his work by telephone. He was ready to break the Sabbath by proxy, and allow his employees to go to jail for it, but it would never do for this able Sunday school orator himself to be a victim. Hell is full of just such hypocrites.

The editorial labor of the Minneapolis Tribune during the present week is devoted to attempting to prove that it is a proper sheet to be issued on Sunday. It concedes that its proprietors and employees came very near spending last Sabbath in jail, but nevertheless argues that they are capable of inculcating good morals, even from behind the bars. Incidentally it flatters Chief Mungler and Detective Hoy, probably with a view of having little delicacies allowed them when they receive their merited punishment.

EXCESSIVE railroad building depreciates railroad securities, weakens public confidence, taxes people to support lines not warranted, and precipitates a panic and general financial ruin. President Porter, of the Omaha road, calls a halt. However much he may be governed by selfish interests, his views are correct, as a matter of public policy. It is advantageous to have all the railroads which the country legitimately demands, but the reverse of the proposition is equally true. The editors who are abusing Porter are stupid dolts.

The committee on ways and means yesterday introduced a bill in the house repealing all taxes on tobacco, snuff, cigars and cigarettes, from which a revenue of about forty millions is now derived. The bill should not pass. Tobacco is a luxury in every sense of the word, and should be taxed as heavily as it can bear. We are not aware that the consumers are asking a remission of the tax, and it is very doubtful if they would reap any benefit in case of its abolition. There are scores of other articles that should be placed on the free list before tobacco and its products.

ATTORNEY GENERAL BREWSTER must have a peculiarly jaundiced vision. He has, ever since his induction into office, acted as if there were no honest men in the world save himself and a few of his bosom cronies, and he has repeatedly insulted men a thousand times better than himself by expressing doubts of their integrity. In his communication to congress yesterday he cast a slur upon the entire body of witnesses and jurors in the federal courts of the West by intimating that the interests of the government suffer through their ill will, produced by insufficient pay. Brewster may view others from his own standard when he declares them capable of committing perjury for the sake of a few paltry dollars.

The "prayer case" is attracting no inconsiderable degree of attention in many ecclesiastical circles, and has its advocates and opponents. But prayer, recently in Maine, took on a new phase, and in a court of judicature, is supposed to have influenced a judicial decision. The women of Richland, Maine, have entered upon a prayer crusade against rum-sellers, and develop a measure of bravery, equal to their faith. A short time ago they invaded a court room, while the court was in session, and in while there was some hitch and delay in a liquor suit, one of the women asked permission to pray, after which the judge sentenced the culprit liquor seller to pay a fine of \$10 and to serve out a six months' sentence at hard labor. It is supposed that the legal argument and influence of the prayer, so moved upon the judge as to increase the severity of the offender's sentence.

The Windom men thought they had things solid in the Forty-sixth district. They knew that Messrs. Billson and Parker were elected, but they had cooked up a scheme which would throw out Cass and Itasca counties. This would give the certificates of election to Ensign and Jordan and compel Messrs. Billson and Parker to contest. This they would most certainly have done, but meantime the senator would have been elected, and Ensign and Jordan would have voted on that question before any contest could have removed them. That was the game, but there's many a slip, and the canvassing board at Duluth very properly counted Cass and Itasca counties and gave the certificates to Billson and Parker, who were legitimately elected. So the scheme of the Windom

men to hold two seats by fraud until the election of senator had taken place, has come to grief.

THE SOUTHERN IRON INTERESTS.

Since emancipation, the material interests of the South, and manufactures of various kinds have been developed to an extent not only surprising, but of a magnitude of the most hopeful promise for the future growth and wealth of that portion of the country. Plantation interests and cotton growing do not now absorb the leading idea in that section as formerly, but enterprise is driving on in other directions, a new business impulse and grasp is inspiring the people, and the vast mineral and other resources of that region are being brought to light. Manufacturing enterprises are yet in their infancy, but are assuming an encouraging growth. Northern and English capital, to a considerable extent, is being attracted in that direction, and it is safe to predict that the material wealth of the South in the future's near-by development will make no mean item in the augmented aggregate of the nation's industries.

Take the iron interest alone, which is being brought to the front, and which is only one of the many industrial and manufacturing interests struggling into existence, and the South has emphatically the prophecy of a great and prosperous future. Alabama, Tennessee, Virginia and West Virginia are already having a great if not controlling influence in the western iron trade. Sloss iron from Birmingham, Alabama, and South Pittsburgh, Tennessee, and Sewanee iron from Tennessee are being transported from 600 to 800 miles and laid down at the Pittsburgh mills with liberal profit to the furnaces. The West can use a great deal more Southern iron at fair prices, if general trade conditions remain undisturbed, without giving up entirely its supplies from the East.

A correspondent quite familiar with the details of the Southern iron interest, says: "It will interest iron makers and consumers everywhere, no doubt, to review the latest developments in the growth of this vigorous industry in the South, which has just passed the center of activity has been Alabama. In April the large Sloss furnace at Birmingham was nearing completion. Now it has been successful operation for several months, and has its second stock of iron greater capacity, nearly completed. Alabama furnace, also at Birmingham, has another stock advanced, its capacity to be 100 tons per day. A little below Birmingham, the Woodwards, late the owners of the Labele Iron works, Wheeling, W. Va., have established a new 'Wheeling,' the center of which is the Woodward furnace, nearly completed, 75x17 feet, with three Whitwell stores. At Okmulgee, the Eureka company, now producing 100 tons per day, is making improvements that will nearly double its capacity. The Mary Pratt furnace at Birmingham, intended for charcoal iron, is nearing completion. It will make fifty tons of cast iron per day. At Jonesboro, in the same district, Mr. H. K. Debartholme, the former district in Alabama iron and coal enterprises, has selected the site and is preparing plans for the largest furnace of all. It will be of the same order and dimensions as the famous Lucy and Isabella furnaces of Pennsylvania.

In addition to this there are other similar enterprises completed or under way, developing a healthy growth. The most important organization is the Tennessee Coal, Iron & Railroad company. This has absorbed by purchase the Southern States Coal, Iron & Land company's works at South Pittsburgh, on which English capitalists have expended \$1,500,000. It has \$3,000,000 capital and owns three furnaces, with an average daily capacity of 300 tons. It also owns the Tracy City coal mines, from which its own furnaces and some others in the district are supplied with coke.

In old and West Virginia the most important enterprise is the Victoria furnace, now nearly ready for blowing, at Goshen, near Staunton, on the line of the Chesapeake & Ohio railroad. This is being built by the Iron and Steel association of Virginia, composed of English capitalists, and is by considerable the largest furnace in the United States, if not in the world.

The foregoing is but a limited and imperfect view of the vast and increasing interest growing up in this branch of industry at the South. It is a matter of great encouragement, that the South is interesting English, as well as Northern and Northwestern capital to develop its immense resources. While the iron interest is thus rapidly growing, other lines of industry and manufacture are springing up, the not less considerable of which is, and is to be the manufacture of cotton into fabrics on the soil where it is raised. In view of these rapidly unfolding projects and prospects, the New South has a far greater promise of material wealth, prosperity, grandeur and greatness than the old could ever have had under its impoverished system of servile labor.

Any article bought at 145 East Third street has saved the purchaser 25 to 50 per cent. A greater saving can be made now.

PERSONAL.

Hon. J. A. Thacher, of Zumbrota is at the Metropolitan.

A. C. Hickman, Esq., of Owatonna is paying St. Paul a visit.

Hon. T. B. Clement, Fairbairn, was among the visitors to St. Paul friends.

Hon. R. B. Langdon, Minneapolis, was looking about the saintly city yesterday.

Hon. H. B. Wilson, Red Wing, was among the callers upon Gov. Hubbard yesterday.

Auditor-elect Crocker, of Rice county, was among the callers upon State Auditor Braden yesterday.

S. A. Plumley, Esq., a leading attorney of Litchfield, yesterday paid his respects to the governor and other state officials.

Among the callers at the state capitol yesterday were R. H. Gore, Esq., Rochester; Hon. G. W. Bachelder, Fairbairn, and Wm. Hodgson, Esq., Hastings.

C. B. Jordan, Esq., Wadena, who suffered defeat for the legislature from having too close an alliance with the Nelson wing of the party, yesterday called upon the state officials yesterday.

John Splan, the well-known trotting horse driver and trainer, having perfected negotiations to enter the service of Com. N. W. Kittson, left for Chicago yesterday on private business, to return on or before Jan. 1, from which date his engagement commences.

Don't buy a winter cap until you see the great sacrifice sale at 49 East Third street.

Business Troubles.

Cedar Rapids, Ia., Dec. 5.—E. H. Israel, a clothier of this city, closed to-day. Liabilities reported at \$40,000, and assets are unknown.

Cincinnati, Dec. 5.—Fred B. Burekhardt, doing business as F. Burekhardt & Son, and also as the Danbury Hat and Fur manufactory on Main street, made an assignment to Chas. Hoffinghoff. Estimated liabilities \$10,000; estimated assets \$15,000.

Men's winter caps from 15 cents upwards at 49 East Third street.

TERRITORIAL RIGHTS.

PRESIDENT PORTER'S NEW THEORY OF CLASHING RAILROAD INTERESTS.

The Views of Prominent Magnates on the Principle—Some Declare the Position Well Taken, but Others Say It Is Stiff and Nonsense—An Interesting Addition to the Literature of the War.

[Special Telegram to the Globe.]

CHICAGO, Dec. 5.—The position lately taken by Mr. Porter, president of the Chicago, St. Paul, Minneapolis & Omaha railroad, has raised a question comparatively new in the West, and one of far wider importance than any other growing out of the recent railroad complications. The public is comparatively uninterested in the percentages, divisions, private compacts, or internal workings of the warring roads, so long as it is served at a reasonable compensation. It views the present railroad war much as it would a game of chess or the latest comedy, knowing full well that when the last move has been made and the curtain has fallen, old rates will be restored and the roads will pocket their losses. Surplus earnings may be a little less and dividends smaller, but public interests have not been hurt, or it is thought they have not, and everybody is willing to trust to the sport of rivalry and emulation to secure more equitable treatment from the railroads than hostile legislation can secure.

Mr. Porter, however, will not let the present war cease, or even call a truce until he has secured the recognition of what he called his principle, which he presents as the panacea for the overbuilding of railroads, for bankrupt railroads, and for an impending panic, compared with which the panic of 1873 will be a period of remarkable prosperity. Mr. Porter's ultimatum, in his own language, is as follows:

"The railroads should agree as to what territory each will protect, and what territory has a legitimate business connection with each line, and each railroad should agree to occupy and protect the territory assigned to it, and should build such extensions from time to time into it as the business should require and will support. Further, each railroad should guarantee not to trespass on the territory of other roads by extending its line into the territory which it has been decided has a business connection with another road."

In the view that the opinions of railway men, when years spent in the service has served to make them experts on matters relating to railroads, would be of interest on the now absorbing question of territorial division a number of representative men were seen yesterday on this subject, and succinct statements of their opinions are given below:

H. H. PORTER.

president of the Chicago, St. Paul, Minneapolis & Omaha road, has expressed an opinion on this subject, which has already been given. If the present condition of things continues, he regards a panic inevitable. Yesterday he said he had no faith that the meeting in New York on Friday would result in any agreement. The principle which he had enunciated, however, was a sound one, and was bound eventually to win, and until the doctrine of territorial division was recognized, there would be no restoration of rates in the Northwest.

ALEXANDER MITCHELL.

president of the Milwaukee & St. Paul, is quoted as having said that Porter's demands were unjust. The Milwaukee & St. Paul claim the right to extend its lines into any part of the country when necessity seems to demand it, and where the conditions of the country warrants to aid construction. Mr. Porter's demand was against the interests of the people, and meant monopoly and high rates, and if carried out would result in a serious crippling of the railroad interest of the country. A division of business or an agreement to maintain rates might be fair enough, but no road could consistently agree not to extend its line whenever and wherever necessary. Such an agreement would be in direct opposition to the interests of the stockholders and the public.

S. S. MERRILL.

general manager of the same road, states that the arrangement suggested by Mr. Porter would be so plainly against public interest that the legislatures of the Western states would rise up against the railroads and enact laws much more unfavorable than any now in effect. This was a broad and a free country, and corporations had already advantages enough in the aggregated capital which they could command, without uniting in a compact to drive out competition and make rivalry impossible.

R. H. CABLE.

of the Rock Island, said that Porter's demand for territorial division was perfectly just. Such an arrangement would be better for the railroads and for the people. Whenever two or more roads get into a war the inevitable result was to pool the business, and the people had to pay for the fixed charges of two or more roads and sustain the pool besides. If the territory had been divided, as Porter's proposition contemplated, the people would have to sustain only one road.

H. C. WICKER.

traffic manager of the Northwestern, said a system of territorial division was in effect in England, which had been found perfectly satisfactory. Any person or corporation desiring to build a new road was required to show that a necessity for such a road existed, and that the road when built would probably pay. This being done of the company which already accepted that treaty refuses to build a road, the person or corporation that had applied for a permit was empowered to construct the road. A system similar to this was desirable in this country. There existed no danger of monopoly in pursuing this course, and public sentiment will always regulate the question of rates.

general freight agent of the Northwestern, said that, while he was opposed to "parallelism for speculative purposes," he failed to recall an instance where the business of a road has been seriously injured by competition. The Northwestern had been paralleled at a number of points, but its business at these points had steadily increased. The interest of the stockholders,

with the people, and the interests of the people demanded live, active competition.

W. K. ACKERMAN.

president of the Illinois Central, said that he had not considered the question, but that Mr. Tucker knew all about it and could speak for that road.

J. F. TUCKER.

traffic manager, said that Porter's principle was sound and sensible, and presented the only permanent solution of railway complications, which were becoming by far too common.

E. O. RIPLEY.

general freight agent of the Burlington, said that he sympathized with Porter. It would be better both for the railroads and the people, if territorial division could be enacted by roads. A law should be adopted similar to the one in effect in England which required a projector of a new road to show that a road was needed and that it would pay.

PERCIVAL LOWELL.

general passenger agent of the Burlington, said that Mitchell was right in what he said about monopolists and Porter's principle. This talk of dividing up the country among railroads, saying to each road: "Thus far shalt thou go and no farther," was wild and arrant nonsense. Competition should exist among railroads as much as any other business. It might be wise to pass a law against paralleling roads for a speculative purpose. Wild schemes should be severely and heavily sat down upon, but it was assuredly against public policy to admit Porter's claim. Building into another road's territory, when the building was pushed by the responsible company for legitimate ends, was a species of competitive enterprise which most roads engaged in at some time or other.

WM. BARNES.

western agent of the Pennsylvania company, said that he thought a railroad was justified in building wherever it chose. Railroads usually built to pay, and if lines were extended into territory which does not pay a fair dividend on account of competition for other reasons, the owners of such roads must lose as a matter of course. The principle of territorial division was vicious, and no powerful, independent and progressive railroad company would ever concede Porter's demand.

JUDG ECKWITTE.

the general solicitor of the Chicago & Alton, when Mr. Porter's plan was brought to his attention, said:

"I don't know any state or county where such a state of things exists. I think the scheme is simply impracticable. I don't know any legal process by which its provisions could be carried into effect, and I don't think the courts would sustain any such an agreement. It is certain that the sentiment of the country would not."

"Would the railroads themselves be likely to keep the terms of such a compact?"

"No. Suppose one of our big dry goods firms should agree to sell its goods only in the north division of the city, another only in the south, and a third in the west. How long do you think they would keep that agreement? Or, if they did, it would not bind all the other firms in the dry goods business to follow that course. It is the same with railroads. The first one is generally built into territory which promises to pay eventually. Then, as soon as its business becomes good, another company wants a share of that business and builds another line. Men will build railroads wherever they think there is money to be made, and they have a right to. A second company might be kept from building another line temporarily, but pretty soon a third company would come along and would be under no obligation to respect agreements made by others not do so and so. There are some places in Colorado along the line of the Denver & Rio Grande, where there is not room for more than one track. Argument might work in that territory. But out here on our broad prairies, where every company that wants a share of the business has a right and the will to reach out for it, such a doctrine will never hold up."

Porter Denies.

Chicago, Nov. 5.—President Porter denies that Vanderbilt has any interest in the Omaha road, and all other rumors about his resignation.

Gone to Conference.

Chicago, Dec. 5.—The railway managers interested in the war on rates in the Northwest left to-day for New York to attend the coming conference with a view to peace.

MILWAUKEE, Wis., Dec. 5.—Alexander Mitchell and S. S. Merrill, of the Chicago, Milwaukee & St. Paul road, left to-night for New York to take part in the conference of presidents and managers of the contesting northwestern roads to settle the rate war. Mr. Mitchell would not give his views as to the probable result of the conference. Mr. Merrill said he didn't know how it would end, intimating that he is not very hopeful of a satisfactory settlement of the difficulties.

Road Purchased.

St. Albans, Vt., Dec. 5.—The Grand Trunk and Central Vermont roads have bought the North Shore road from Montreal to Quebec. The control of the road passed considerable strife between the Canadian Pacific and Southeastern roads on one side and the Grand Trunk and Central Vermont on the other.

For the Pacific.

LOUISVILLE, Ky., Dec. 4.—A special train passed through this city to-day en route for San Francisco via the Southern Pacific through Memphis, and New Orleans, C. V. Huntington and Gen. Butterfield, of New York; T. W. Pierce, of Boston, and Chas. Crocker and W. E. Brown, of San Francisco, were of the party.

Election of Directors.

MEMPHIS, Tenn., Dec. 5.—Telegrams from New Orleans state that at the election held there yesterday the following were chosen the board of directors of the New Orleans & Northeastern railroad: J. H. Olesby, Henry Abraham, Robert Mott, of New Orleans; George Handly, Alexander McDonald, John Scott, of Cincinnati; Fred Wolfe, Otto Plock, of New York.

Boys' winter caps at 12½ cents at 49 East Third street.

The License Issue.

BOSTON, Dec. 5.—"License" or "no license" was the main issue in the town elections in Massachusetts to-day. While many towns voted no license the majority at present report seems to have favored license.

The largest line of fine underwear in the city can be found at 145 East Third street, prices way down.

WASHINGTON.

THE JOLLY SENATORS BACK IN THEIR OLD PLACES.

The Democrats' Feeling Good at the Changed Aspect of Affairs—Mr. Beck's Resolution Regarding Political Assessments—Supreme Court Decision Involving the Arlington Estate—The Star Route Examinations—Items of Interest.

[Special Telegram to the Globe.]

WASHINGTON, Dec. 5.—The agreeable and select club of elderly and well-to-do gentlemen, called the senate of the United States, has resumed its sessions after an interval of unusual brevity, during which events have occurred as satisfactory to one-half of the members as discouraging to the other half. In the house it was the Democrats who made the allusions to the elections, but in the senate it was that venerable and learned Republican senator Edmunds, who recalled the political black Tuesday, and he added to his allusion a partial endorsement of the Republican defeat. Party man though he is, he referred to events which indicated that the people objected to something or everything that congress had done at the last session, and he was disposed to think that, in a large degree, the popular judgment was correct. Perhaps it is characteristic of the superior breeding of the senators that the allusion to the subject was not made by a member of the successful party.

The senators, rested and refreshed from the labors of the last session, seemed to look younger and handsomer. Mr. Lamar, shorn of his superfluous locks by the happy thought of a Western barber, appeared ten years younger. Beck's long trip to the Big Horn country, and Bayard's expedition to the Yellowstone park, had done full as much for them.

Sensors James and Kellogg were both in place. Mr. Edmunds, whose ill-health, together with sickness in his family, had occasioned a long absence, reappeared, looking especially strong and ready for his old role of an industrious senator. Mahone was missed, but not mourned. The jollity was all in the cloak room on the Democratic side of the chamber. The tone of the public proceedings was quite dull and uneventful. There was little on the surface of affairs to foreshadow the course of the season.

MR. VOORHEES' BILL.

A valuable bill that is introduced by Mr. Voorhees, providing that in all actions for debt or damages against a railroad corporation whose property and franchises are in the hands of a receiver, the jurisdiction of the circuit and district courts of the United States shall not be exclusive for the trial of the same, but concurrent, at the option of the plaintiffs in such actions, with the courts of the various states within whose jurisdiction such actions may arise. This bill is an important one in the interest of local justice. Under existing laws everybody is driven into the distant federal courts to recover for the loss of stock, fences or crops destroyed by a road while in the hands of a receiver. This amounts to a practical denial of justice nine cases out of ten. Senator Voorhees proposes to allow claimants to bring suit in their own courts. He also has a bill printing, introduced last session, repealing the jurisdiction now possessed by the federal courts in all actions between citizens and national banking associations. These are useful reforms in the administration of justice, and ought to be adopted without delay.

THE MESSAGE.

was endured with respectful silence and partial attention, but the recommendations of the president also emphatically repudiated as Mr. Arthur's opinions will weigh very little with congress. Senators are disposed to regard his message as a sort of death-bed repentance. The professions of virtue on the subject of political assessments are so flatly opposed to the practice of Mr. Arthur and his secretaries and friends, that he would be more respected if he had said nothing on the subject. People care little for his views on the tariff, and his suggestions on the subject of the river and harbor bill will be disregarded, especially his request for a constitutional amendment to give him the control of the purse string.

The report of the action of the

TARIFF COMMISSION.

seems to be favorably received. Some prominent Democrats said to-night that it ought to be accepted. Members of the ways and means committee say that the bills of the commission will be reported to the house as a basis of action. Mr. Tucker favors the abolition of all internal revenue duties except the whisky tax. Senator Beck declares for a reduction of whisky tax to fifty cents per gallon, and tobacco to twelve cents, with features simplifying collection and reducing the number of government employees and spies. The two parties are so evenly divided that it is hard to forecast a result, but the drift of opinion to-day about the capital is to some moderate bill, which will move the question from the scope of the next congress.

POLITICAL ASSESSMENTS.

Senator Beck, of Kentucky, has offered a very stringent resolution, attacking the system of political assessments. The resolution recites first the law of congress of Aug. 15, 1876, prohibiting assessments, and also the circular of Jay Hubbell, signed by Senators W. B. Allison, Eugene Hale, and Nelson Aldrich, and also certain representatives, calling on government employees to fork over their money for the readjuster party in the Virginia campaign. The resolution next directs the committee on the judiciary to investigate thoroughly the conduct of said committee in requiring money from the government employees. They are also to ascertain how much money has been collected, by whom it was collected, the amount paid by each and to whom it was paid, how the money was expended, stating where and to whom in detail, etc., and if any member of the committees has any portion of the money so collected in his possession. The committee are to report the names of all government employees empowered to summon and compel the attendance of witnesses and enforce answers to all questions by fine or imprisonment, or both. They are to sit during the recess of the senate, and report on or before Feb. 1, 1883. It is empowered to report by bill or otherwise, legislation that will effectually prevent

the collection of money from government employees for political purposes, and to consider the propriety of debarring guilty persons from any place of honor or trust under the government as a part of their punishment. The idea of the resolution is to lay the axe at the root of the tree, and expose the charnel house of Jay Hubbell, Senator Mahone and other associates. Its introduction will probably give rise to a very lively debate, and some revival of partisan bitterness. The Republicans will naturally prefer a milk and water substitute, but this resolution of Beck's will make them face the music.

THE ARLINGTON CASE.

The supreme court has decided the celebrated Arlington case by affirming the opinion of the United States circuit court for the eastern district of Virginia in favor of the title of Gen. G. W. C. Lee, to whom it was devised by his grandfather, George Washington Park Curtis, after the life estate of Mrs. Robert E. Lee. This case was argued at the last term of the court. The court then was equally divided, Justices Miller, Field, Harlan and Mathews affirming the decree in favor of Lee, and Justices Waite, Bradley, Woods and Gray holding that the United States could not be tried in a court of law. If the court had then announced its decision, the effect would have been to confirm the decision of the court below in favor of Lee. But on the accession of Mr. Justice Blatchford to the bench the court directed the case to be reargued at the present term. In the month of October last this argument was made by some of the ablest jurists of the land, namely: Judge Robertson, of Virginia, Judge Shipman, of New York, and Mr. Beach, of Virginia, for General Curtis Lee, and by Mr. Willoughby and the solicitor general for the United States. The fact that this property is occupied as the cemetery for 19,000 federal soldiers makes its possession essential to the government and undesirable to Gen. Lee. The effect of the decree is to insure him a just compensation. The court will probably withhold its remittitur to the court below for some time, so as to allow the president an opportunity to do what ought to have been done long ago, namely, to condemn the property for public purposes, or ask congress to make a suitable appropriation for its purchase. The price cannot be exactly stated, but probably some \$200,000 would be viewed by the jury and accepted by the owner as a reasonable compensation. The property covers 1,100 acres, and lies on the south bank of the Potomac. The mansion is stately, and a landmark in the landscape looking westward from the capitol at Washington. It was here that Robert E. Lee married the daughter of Mr. Curtis and spent many days prior to the civil war. His son, whose title is at last recognized after long years of narrow means and patient appeals to the justice of the government, is the president of Washington & Lee university. He is now about fifty years of age. He resembles his father.

ITEMS OF INTEREST.

Sensor Voorhees, of Indiana, was among the president's callers to-day.

The president and cabinet attended the funeral of the late Rear Admiral Wyman.

Representative Kenna, of West Virginia, says he is neither a candidate nor a dark horse for the speakership of the 48th congress.

Senator Early, of California, will not be here until after the holidays. He is detained by sickness.

Ex-senator Conkling is in the city to make an argument before the United States supreme court.

The president was at the White house early this morning and received quite a number of visitors during the day.

Mr. Barrow, Ben Hill's successor, was at the capitol to-day. He is a small, neat, trim looking fellow with the cut of a gentleman.

[Western Associated Press.]

WASHINGTON, Dec. 5.—The star route trial is further postponed on account of a failure to complete the jury.

Attorney General Brewster has communicated to congress his view upon the inadequate compensation to United States witnesses in the Western states and territories. He believes the present law causes many suits in behalf of the government to fail because of the ill will of witnesses, and recommends the enactment of a law providing that witnesses and jurors in California, Oregon, Nevada, Colorado and the territories, be paid actual expenses while attending court in lieu of mileage and per diem now allowed by law. He also suggests as a remedy to overcome the complaint that because a judge who presides in the district also sits in the supreme court when his decision is reviewed, that either an additional judge be appointed in all the territories for that circuit, or a judge be appointed as in states.

Wm. Coakley, of Chicago, has been appointed bank examiner for Illinois and Wisconsin.

The Arkansas National bank at Hot Springs was to-day authorized to begin business with a capital of \$50,000.

The report of the committee on ways and means accompanying the bill abolishing internal revenue taxes on tobacco, etc., says the revenue derived from tobacco in 1882 aggregated nearly \$48,000,000, and also suggests as a remedy to overcome the complaint that because a judge who presides in the district also sits in the supreme court when his decision is reviewed, that either an additional judge be appointed in all the territories for that circuit, or a judge be appointed as in states.

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