THE SPECULATIVE MANIA.

The Extent to Which it Holds Dominion in New York—A Startling Array of Figures—The Immigration of the Past Year -Russian and Hungarian Comers.

NEW YORK, Jan. 2.—The year 1882 has been one of enormous trade. The exchanges of New York have amounted to $47,011,259,807, an amount never exceeded except in 1881. But the extraordinary speculation in securities in 1881 and the high prices at which they were sold most of the year swelled the transactions much more than in 1882, so that the exchanges not arising from such sales were probably a little larger during the year that has just passed than during any other year in the history of the country. On the other hand a quite unprecedented proportion of transactions must be attributed to mere gambling in products. Sales of cotton in this market have not been quite as large as in 1881, but the speculation in wheat, corn, oats and oil has been larger and more mischievous than in any preceding year. The sales of wheat in New York in 1882 exceeded 650,000,000 bushels, for the reported sales in the produce exchange alone were over 647,000,000. Inasmuch as the quantity received in this city was less than 45,000,000 bushels, it is evident that about nineteen-twentieths of these sales were mere gambling transactions; for a large part of the wheat received here is not sold at all, but merely passes through on its way to consumers, abroad or in New England. The sales of corn amounted to nearly 450,000,000 bushels, which is nearly three times the quantity received. The sales of oats exceeded 150,000,000 bushels, though less than 16,000,000 bushels were received. Over 30,000,000 bales of cotton were sold, and the entire quantity delivered, both in future contracts and on spot sales, was less than 500,000 bales, so that gambling transactions were to those that may possibly have been wholly for legitimate purposes as sixty to one. In the oil market, however, the sales were even worse. The over railroading was one of the most alarming financial features of the year. The amount of capital diverted from legitimate trade for the purpose of constructing railroads is almost fabulous. It is estimated that over 11,000 miles of track were laid during the past year, most of it without any necessity. Taxing the actual cost of construction at $12,000 per mile, we find that a sum of $132,000,000 has been actually thrown away; and keeping in view that the capital isolations of such speculative constructions is actually made at from four to five times the actual cost, we obtain the appalling figure of over $500,000,000 taken out of the community with no chance of that amount becoming remunerative for a generation to come. One of the most striking illustrations of this constant speculative construction is to be found in the position of the St. Paul company. In 1875 it had only 1,400 miles of track, and earned about $2,200 net per mile. At the close of 1881 it had 3,830 miles of track and barely earned $1,750 per mile, meanwhile the bonded debt has increased to $88,000,000, and the amount of stock issued to $43,000,000. To be able to pay the interest and dividend on this amount the company must earn net $9,200,000, which is some 25 per cent. more than it ever earned in its most prosperous years. In those years its common stock was fluctuating between $15 and $40 a share, to-day its fluctuation is from $100 and $120 a share. That is the whole position in a nut shell, and in a greater or less degree the statement is applicable to many other companies. No wonder that the directors, of most such concerns skip out or go short of their own stock. In some cases there seems to be nothing that will sustain the price of the stock except a report that the active directors are going to be put in jail, or at all events kicked out. Such was last week the case with Denver, which recovered from 38¼ to 42½ on a report of this nature. Of the stock brokers there are not many instances of commission houses having paid their expenses, yet, curiously enough, there were no failures of any importance. This is probably due to the influence of the great boom of the year before, which filled the pockets of the boys and gave them something to spare for a rainy day. The rainy day came and has cleared most of them out, so that if next year the present state of affairs continues there is no telling what will become of the old glories of Wall street.

The complaints about excessive power which a few men have got, and which they use to manipulate the market are growing more and more bitter every day.

The total immigration to the United States for 1882 at all ports was about 735,000. Germany sent 232,000; England and Wales 81,000; Ireland 70,000; Scotland 17,000; Sweden 59,000; Norway 27,000; Canada 89,000; all others countries 160,000. The arrivals in the last three months show a decided falling off, those of December showing a decline of about 20 per cent. Those who have been close observers of immigration for many years think it has reached its maximum. It is believed there may be an influx of Russians in the present year, and they are the most enterprising people who come, going immediately to the West and establishing new homes. Their powers of endurance are wonderful. The tide of immigration which has set in from the mountain districts of Hungary is beginning to occupy the attention of the Hungarian government. Many take advantage of the Galticean frontier to get across without passports. In order to prevent this the Hungarian authorities have requested Austria to arrest the passage of such Hungarians as are not provided with proper documents, and especially of those who have not performed their military service.

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*If you are a woman and want both health and beauty, remember that all superficial efforts to increase your personal charms are vain. Freshness and beauty accompany *health*, and to secure this Mrs. Lydia E. Pinkham's remedies for all female weaknesses offer the surest means of renovation. The highest intelligence loses its lustre when it must find expression through a billious complexion. Good for either sex.

Pennsylvania's Soldiers' Orphans' Home.

HARRISBURG, Jan. 2.—The soldiers' orphans' schools will close in 1885, and Gov. Hoyt says that provision should be now made for children who will be wards of the state at that time. He can scarcely contemplate that they are to be dismissed without homes or help, as such a course would make the ending of the schools unworthy the years of effort and expenditure so grandly sustained without regret by the people. He condemns "grave yard insurance" business by saying it is unworthy the name of insurance.

WHITE HOUSE DINNERS.

Style in Invitations as Set by the Presidents--A Dinner with Washington.

[Washington Cor. Philadelphia Times.]

President Arthur, whose dinner parties will begin soon after New Year, will use the same style of invitation as last year which was on a large card and read:

The President requests the honor of the company of ——, at dinner on ——.

Thursday was usually the day of the week he chose last year for his dinners which was the day Washington preferred when president. I have before me copies which I have made from the original invitations of several presidents.

First, of course, comes one of Gen. Washington's. This I have copied from one in the possession of Mr. J. C. G. Kennedy, whose grandfather, Major Ellicott, was one of the engineers who laid out this city. The invitation reads:

The President of the United States and Mrs. Washington request the Pleasure of ——Company to Dine on——next at 4 o'clock. An answer is requested.

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Mr. Fillmore, while president, had one style of invitation on note paper and another on a large card. Sometimes Mrs. Fillmore's name appeared with his and sometimes not. One style was worded:

The President requests the favor of ——'s company at dinner on Thursday next at 5 o'clock.

An answer is respectfully requested

Another style used by him substituted the word honor for favor. One of Mr. Buchanan's, which Judge Black's daughter (Mrs. Hornsby) has, reads much the same as Mr. Fillmore's:

The President requests the honor of Miss Black's company at dinner on Friday, January the 8th, at 6 o'clock. An early answer is requested:

Gen. Grant's dinner invitations generally read: "The president and Mrs. Grant request the honor of," etc., but when they gave the reception in honor of the king of the Sandwich Islands, the invitations were worded:

The President of the United States requests the company of —— at the reception in honor of his Majesty the King of the Hawaiian islands, on Thursday evening, Dec. 18, at 9 o'clock.

This the only invitation of a president which I have found, except that of Gen. Washington, where the form "President of the United States" is used. As has been mentioned, Gen. Washington invited guests to dinner at 4 o'clock, Mr. Fillmore at 5 o'clock, and Mr. Buchanan at 6 o'clock. President Grant's dinners and those of President Hayes were at 7 o'clock, while for all that President Arthur had last winter 7:30 was the hour named, and the dinner usually began at 8.

Gen. Washington's invitations were gotten up in very nice style for that era, but he frequently, as I find from the writings of his contemporaries, extended verbal invitations, either in person or through one of his secretaries, to "official characters, members of congress, strangers, or citizens of distinction." John Adams, when consulted by Washington as to rules of etiquette soon after their inauguration, recommended this, and said that "such invitations should always be extended without formality." Nevertheless it was considered during the very first year of Washington's administration a mark of his favor when any one received an invitation to dine with him, and an intimation that the course of a public man had excited his displeasure when no invitation was tendered.

For instance, Senator Maclay wrote Dec. 16, 1789, that Mr. Izard gave him "clear hints of his loss of character at court, and of the direct influence of the president with members of congress," instanced in extending invitations to them. Maclay had lost favor because he wanted votes by ballot in the senate on Washington's nominations, and Senator Izard told him that all the other senators had been to dine with the great man. A week later Washington attended a session of the senate in person, accompanied by Gen. Knox, the secretary of war, to advise with the senate about a treaty with Indians; and the day of his second visit to that body Senator Maclay was called out by the doorkeeper to speak to Col. Humphreys, one of the president's household, and was by the latter verbally invited to dinner with the president on the following Thursday at 4 o'clock, that being Monday. Senator Maclay writes: "I really was surprised at the invitation. It will be my duty to go; however, I will make no inferences whatever. I am convinced all the dinners he can now give or ever could will make no difference in "my conduct."

"When the dinner occurred the company were President and Mrs. Washington, Vice President and Mrs. Adams, the governor and his wife, Mr. Jay, (chief justice) and wife, Mr. Dalton and a lady, perhaps his wife, and Mr. Smith, Bassett and Maclay, Lear and Lewis, the president's two secretaries. The President and Mrs. Washington sat opposite each other in the middle of the table. This custom has always been followed at a dinner given by a president who has a wife, but I presume few know how far back the precedent for it goes. The two secretaries, Lear and Lewis, each sat at one end of the table. It was a grand dinner, and the best of the kind I ever sat at. The room, however, was disagreeably warm."

President Arthur has revolted against following this precedent, though it is the general complaint that other hosts and hostesses here do have their rooms, even in winter, too warm. I heard President Arthur last winter, when giving orders just before one of his dinners was ready, to open the windows and cool the house. He added, laughingly, turning to another lady and myself: "There is an engineer here who has been so accustomed to overheating the rooms that, having remonstrated in vain, I feel tempted to order him to be slain and his body thrown into the river. But a man cannot do everything he wants, even if he is president."

To return to Washington's dinner, the writer of the description continues: "First was soup, fish, roasted and boiled meats, gammon, fowls, etc. This was the dinner. The middle of the table was garnished in the usual tasty way with small images, flowers (artificial), etc. The dessert was first apple pies, puddings, etc.; the iced creams, jellies, etc., then watermelons, muskmelons, apples, peaches, nuts. It was the most solemn dinner I ever sat at," continues Maclay. "Not a health drank, scarce a word said until the cloth was taken away. Then the president, taking a glass of wine with great formality drank the health of every individual by name round the table. Everybody imitated him—charged glasses, and such a buzz of 'health, sir,' and 'health, madam,' and 'thank you, sir,' and 'thank you, madam,' never had I heard before."

"The ladies sat a good while and the bottle passed about, but there was a dead silence almost. Mrs. Washington at last withdrew with the ladies. I expected the men would begin, but the same stillness remained. The president told of a New England clergyman who had lost a hat and wig in passing a river called the Brunks. He smiled and everybody else laughed. He now and then said a sentence or two on some common subject, and what he said was not amiss. The president kept a fork in his hand when the cloth was taken away, I thought for the purpose of picking nuts. He ate no nuts, but played with the fork, striking on the edge of the table with it. We did not sit long after the ladies retired. The president rose, went up stairs to drink coffee—the company followed." This precedent was followed at President Arthur's dinners last year.

HYPHENATED PAPERS.

Halstead on the Consolidation of the Cincinnati Papers—The Platform of the New Combination.

CINCINNATI, Jan. 2.—Mr. Halstead, who has not hitherto consented to say anything about the merging of the *Commercial* and the *Gazette*, will print the following in the *Commercial* to-morrow:

"Another step in the consolidation of the Cincinnati *Commercial* and the Cincinnati *Gazette* newspapers will take place to-morrow, and the *Commercial Gazette* will be issued from Patten's building, Fourth and Race streets, by M. Halstead & Co. and the *Gazette* company. We do not hazard anything in saying that the paper will be superior in many respects to either the Cincinnati *Commercial* or Cincinnati *Gazette*, and we could not promise more than that. It is our judgment that we combine the men and material of the two papers to advantage to all concerned. It is our purpose and expectation to satisfy both constituencies and to enlarge the circulation and influence beyond that which the two papers have possessed. There has been something of humor, and more of serious hostility, in suggestions that have been made that the *Commercial* and *Gazette* were irreconcilable. As a rule both have been Republican and each have found occasion to revolt against party dicipline. Combined they will certainly lack neither the spirit of independence or principles, as Republicans. When the *Commercial* and *Gazette* have differed as to men and measures, it has generally happened that though their ways varied, they have sought the same ends. To go back as far as the war of the rebellion they differed as to merits of commanders and expediency as to certain lines of policy, but united urged the overthrow of the antagonists of the law and the restoration of the Union. Coming down as late as the temperance question, the serious truth is that the *Gazette* was not for prohibition and the *Commercial* was not for free whisky. On the Sunday question we have differed, not as to the fact that the day should be respected, but as to the forms in which that respect could and should be shown, with malice toward none and charity for all. That which is remarkable in the long history of the papers is the *Commercial*, the junior, is forty years old, and the *Gazette*, the oldest newspaper inhabitant of the West, is that they have in essentials of public policy touching large affairs so constantly agreed. Our friends may put aside all that is said of our inabilty to get along in a consolidated firm as frivolous. We of the *Commercial* and *Gazette* understand and know each other, and there need not be the slightest misgiving.

As to our going in together, it is nonsense to say that necessity compels this union. We believe that neither of the consolidated papers ever had a larger income than during the year just closed. It is true that expenses have increased more rapidly than business, and so net gains have not been as large as in the flush years when expenses were comparatively light and current dollars were worth less than gold. We have had some business reasons for this combination being made. Each has been for many years spending $10,000 a month in doing substantially the same that the other was doing. In the avoidance of this immense duplication we can give greater variety to the one paper and yet save a sum of money in a year that will cut up into splendid dividends, and it has seemed to us that herein it was desirable that they should be one Republican newspaper of commanding strength and influence. That, we believe, has been secured, and we recommend to our fellow-citizens of Republican persuasion who have been divided and differing, and weakened through over competition and harassed by unprofitable controversy, to put aside minor matters that are so apt to be magnified by personal ambition, pride of opinion and irrelevant concerns, and like the *Commercial* and *Gazette* unite for the common good."

Don't be Alarmed

Bright's Disease, Diabetes, or any disease of the kidneys, liver or urinary organs, as Hop Bitters will certainly and lastingly cure you, and it is the only thing that will.

AERIAL NAVIGATION.

Results Expected from the Storage of Forces and the Cheapening of Aluminium—Letter from Mr. Stedman—Early Solution of the Problem Predicted.

E. C. Stedman writes the following to the editor of the New York *Tribune:*

The following bit of news, with some remarks by Prof. Newberry upon its importance, appeared in the *Tribune* of Thursday:

LONDON, Dec. 13.—A process for the cheap production of aluminium has been discovered. The invention causes no little excitement in the metal trade at Birmingham and Sheffield.

I contributed to *Scribner's Monthly* February, 1879, an illustrated article entitled "Aerial Navigation (A Priori)." In it I gave the gist of certain notes and diagrams made in 1858 concerning the greatest of unsolved mathematical problems—that of the true method of navigating the air, that "element everywhere abounding, covering one all over like a cloak, earth's garment, man's aureola, in which he moves, breathes, and has his being; the most delicate, the strongest of all; invisible, yet making all things plain; light, yet pressing everywhere; elusive, yet waiting to be overcome, and to confer gifts upon its sovereign beyond his most extravagant conjecture!"

In the quoted article I claimed that the model of the future "aerobat" or "aeronon" would be taken from the fish, and not, as many believed, from the bird, but added:

Various hints, however, may be gained from the bird, one of which relates to the structure of the frame and machinery of a vessel that shall navigate the atmosphere. The hollow bones of the bird furnish the natural model for the union of lightness and strength in aerial mechanics.

In 1879 three factors were still needed for the successful construction and use of an aeronon built upon the model suggested—that of a "parabolic spindle" in such a state of equipose that a slight force, obtained from a vertical screw, would cause it to rise or descend. These requirements were:

A. A motor distinguished by a greater economy of power than the best hitherto constructed. After the appearance of my article I received from the eminent chief engineer of the Erie railway, Mr. Octave Chanute, vice president of the American association of civil engineers, carefully prepared tables of the ratios of increased atmospheric resistence to increased speed, showing what powerful and economical motors are required to overcome the former. This gentleman also has made experiments by affixing apparatus to railway cars, in order to determine the shape of a moving structure which shall meet with the least resistance from the air.

B. A method of storing force, so that it could be applied to the propulsion of the aeronon, with economy of weight, without danger to the structure of ignition, and in quantity sufficient for prolonged flight. I wrote that "the electric engine will be required. Electricity, in fact, will be as indispensable to the aerobat as to one of Jules Verne's imaginary structures. The electric light will flash from its lookout station, and illumine the inner galleries; while the steering and propulsion will be governed by electric signals."

Within this year the marvelous invention of the Faure accumulator has solved the problem of the storage of force, and we are assured that equally surprising advances may be expected in its capacity to render a greater amount of energy for the given bulk and weight of the reservoir.

C. A cheap process of obtaining aluminium in quantity was yet to be discovered.

I wrote that "lightness and strength" must be the watchword. "All the internal stays. ties, braces to be made of strong but delicate metalic rods, wire and tubing." The following reference was made to the metal best suited for the purpose:

Some years after I began to think of this subject I fell into conversation with an intelligent machinist, the chance companion of a railway trip. He remarked that he thought the solution of our problem might depend upon the increased production of aluminium—then a comparatively new metal.

This, one of the most abundant of metals, is so difficult of extraction from the clay that the cost at that time was $1.80 per ounce. By 1867 it was obtained through an improved process from cryolite, at a cost of 80 cents per ounce. Recent authorities quote the cost of manufacture as low as $4 a pound. Its specific gravity, when hammered and rolled till strong as iron or stronger, compares with that of iron and copper as 2.67 to 7.78 and 8.78 respectively. It is, therefore, but one-third as heavy as the lighter of these metals, and even weighs less than glass. There are signs that it yet will be produced so cheaply as to be useful for much of the jointed framework of our structure, and for portions of the machinery not subject to excessive heat. But though it cost its weight in silver it might well be afforded, if by its use a structure could be made to navigate the air.

Aluminium bronze, ten parts aluminium and ninety parts copper, has a specific gravity of only 7.69. It is three times more rigid than gun metal, and forty-four times more so than brass; and, in consequence of its transverse, tensile and elastic strength, exceedingly strong tubing and rods could be made of it at a vast economy of structural weight.

Prof. Newberry now tells you that "aluminium has not been largely used yet, because of the cost that has attended its production; but for a long time everybody has been looking for a cheaper method. The price of it when I first saw it was $8 an ounce: a year ago it was $1 an ounce, and now there is a Philadelphia firm that offers to supply it in large quantities at forty cents an ounce, while a Connecticut manufacturing company say that they can produce it for less." He continues: "Think how valuable it would be in bridges and all structures in which lightness combined with strength and durability is desired. If we ever have machines to navigate the air it will be an extremely important element, for it can be easily wrought into tubes that will be strong and light."

It is not within my province to enlarge upon the thousand departments in which this light, strong and non-corrosive metal will take the place of iron. And we have yet to learn how cheap is the new method of production, but if your London telegram is well founded, and if the cost of aluminium can be reduced to any sum approximating the cost of steel, making allowance for the difference in specific gravity of the two substances, we can safely assert that the year 1883 has provided two or three factors required for the solution of the problem of aerial navigation.

I judge that the prediction of an early solution of the problem is not without a basis. If it shall be solved, all the results which I dwelt upon with some enthusiasm most surely will follow apace. A speedy revolution will be observed in the social, commercial, and political system of human life on this globe.

Don't Die in the House.

"Rough on Rats." Clears out rats, mice, roaches, bed-bugs, flies, ants, moles, chipmunks, gophers, 15c.

The St. Louis & Western Receivership.

KEOKUK, Ia., Jan. 2.—The motion to appoint a receiver for the St, Louis & Western railway was argued before Circuit Judge McCrary in chambers to-day and overruled. An injunction was granted restraining defendants from any disposition of property until a final hearing, and the case matter was referred to Gov. Reynolds of St. Louis as special commissioner to take testimony. An application was made by mortgage bondholders amounting to about $400,000, and resisted by parties having supply and mechanic liens alleged to be prior to mortgage.

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They are compounded from Hops, Malt, Buchu, Mandrake and Dandelion—the oldest and best, and most valuable medicines in the world and contain all the best and most curative properties of all other remedies, being the greatest Blood Purifier, Liver Regulator and Life and Health Restoring Agent on earth. No disease or ill health can possibly long exist where these Bitters are used, so varied and perfect are their operations.

They give new life and vigor to the aged and infirm. To all whose employments cause irregularity of the bowels or urinary organs, or who require an Apetizer, Tonic and mild Stimulant, Hop Bitters are invaluable, being highly curative, tonic and stimulating, without intoxicating.

No matter what your feelings or symptoms are, what the disease orailment is, use Hop Bitters. Don't wait until you are sick, but if you only feel bad or miserable, use Hop Bitters at once. It may save your life. Hundreds have been saved by so doing. $500 will be paid for a case they will not cure or help.

Do not suffer or let your friends suffer, but use and urge them to use Hop Bitters.

Remember, Hop Bitters is no vile, drugged, drunken nostrum, but the Purest and Best Medicine ever made; the "Invalid's Friend and Hope," and no person or family should be without them. Try the Bitters to-day.

Taking the Veil.

ST. LOUIS, Jan. 3.—Misses Lizzie Hackett, of Memphis, Lizzie Nichol, of this city, Jennie McCormick, of Detroit, Mary McLaughlin, of Bangor, Me., Katie Cudahey, of Milwaukee, Nora O'Gorman, of Detroit, and Mary Byrnes, of New York, were invested with the white veil of the order of the Sisterhood of the Good Shepherd this morning. The following took the black veil: Misses Lawler and Moran, St. Louis, Killein and Savage, of Detroit, and Murphy, of St. Paul. The ceremony was performed by Bishop Ryan, assisted by several priests. The Sisterhood of the Good Shepherd devote themselves to the reclamation of fallen women, and support themselves by their own labor.

Itching Piles—Symptoms and Cure.

The symptoms are moisture, like perspiration, intense itching increased by scratching, very distressing, particularly at night, as if pin worms were crawling in and about the rectum; the private parts are sometimes affected. If allowed to continue very serious results may follow. "Dr. Swayne's All Healing Ointment" is pleasant, sure cure. Also for tetter, itch, salt rheum, scald head, erysipelas, webers' itch, blotches; all scaly, crusty, cutaneous eruptions. Price 50 cents, three boxes for $1.25. Sent by mail to any address on receipt of price in currency or 3 cent postage stamps. Prepared only by Dr. Swayne & Son, 350 North Sixth street, Philadelphia, Pa., to whom letters should be addressed. Sold by all prominent druggists.

WHO SHALL APPOINT?

A Question of Courtesy in One of the Ohio Districts as to Who Shall Fill the West Point Vacancy,

CLEVELAND, O., Jan. 3.—Congressman Townsend is in hard luck over his appointments to the military academy at West Point. It has been usual to hold a competitive examination, the winner in which was recommended to the president for appointment. Four years ago an examination of this kind was held and the upshot of it was that Clarence Edwards, son of Wm. Edwards, Townsend's business partner, was recommended, notwithstanding the fact that he stood third on the list of those examined. Trifling technicalities were brought in and made to swamp the first two, one of this city and the other country boy. At any rate young Edwards got the apppointment, and the district growled over the questionable tactics for months, and the Democracy reduced Mr. Townsend's majority in 1880 by using the facts in the case against him. In June next Edwards does or does not graduate—report says the latter—but a new man must fill the gap. Last week Townsend presented the name of Harry E. Adams, a son of Fitch Adams, an extensive paper dealer of this city. Young Adams is a bright fellow of fine physique, well known and esteemed here. He is at present in an Eastern college. Mr. Townsend's congressional term expires in March. The vacancy comes in June and plain folks are again criticising Mr. Townsend's course.

Democratic congressmen-elect, Marden A. Foran, Townsend's successor in the Forty-eighth congress, was understood to strongly object to this way of doing business, and to consider the appointment one that he should make. With this in view, your correspondent called on Mr. Foran and asked him for some expressions on the matter. Said he: "I was very much surprised at Townsend's action. As a matter of fact there is no vacancy now, nor will there be until June, 1883. Therefore, by appointing, he has plainly usurped the right of his successor Of course the president appoints, but is generally directed by the choice of the congressman."

"The choice, of course, is yours," suggested the correspondent.

"Most assuredly. Mr. Townsend's term expires in March, and the vacancy comes three months later. I have no one to favor—no axe to grind—but I did and do propose giving the young men of the district a chance in a competitive examination, the winner in which is my choice. I shall follow out my programme too. There are about thirty young Clevelanders, among them two colored men, who have come to me and have my promise for a fair show. That show I am determined they shall have. Mr. Townsend seems to have disregarded all precedents and customs. Appointments on his plan, will, it seems to me, have a tendency to lower the grade in the army, and instead of picked young men aristocratic snobs will be sent to West Point. Competitive examinations are the only means of keeping up the standard of loyalty and honor. The successful candidate in an examination in which attainments and honor carry the day must be of this order. If Mr. Townsend wants to have an examination, I am perfectly willing that he should go ahead, but in any event I am determined that such an examination shall be held, and if necessary I shall carry the matter into congress and fight it through."

Mr. Townsend is still out of town and is said not to be willing to explain.

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89 Randolph St., Chicago, Ills.

STATE OF MINNESOTA, COUNTY OF RAMSEY —ss. In Probate Court, Special Term, Januar 2, 1883.

In the matter of the estate of Edward Thornton Tayloe, deceased.

On reading and filing the petition of George B. Warren, executor of the estate of Edward Thornton Fayloe, deceased, representing among other things, that he has fully administered said estate, and praying that a time and place be fixed for examining and allowing his account of his administration, and for the assignment of the residue of said estate to the sole devisee named in the last will and testament of said deceased;

It is ordered, that said account be examined and petition heard, by the judge of this court, on Friday, day, the 26th day of January, A. D. 1883, at ten o'clock a. m., at the probate office in said county.

And it is further ordered, that notice thereof be given to all persons interested, by publishing a copy of this order for three successive weeks prior to said day of hearing, in the DAILY GLOBE, a newspaper printed and published at St. Paul, in said county. By the Court, WM. B. M'GRORTY,

[L. S.] Judge of Probate.

Attest: FRANK ROBERT, JR., Clerk.

jan -4thur-4w

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B. KUHL & CO., WHOLESALE LIQUORS & WINES.

We have the control of this market of the unrivaled O. F. C., the Hume and Crystal Springs Whiskies and are also handling the W. H. McBrayer's and Nelson Whiskies and Guckenheimer Rye.

194 East Third Street, - - - - - - - St. Paul, Minn

WHOLESALE DRY GOODS.

AUERBACH, FINCH & VAN SLYCK

The Only Leading Dry Goods House in the Northwest.

Competes with the Markets of New York and Chicago

STANDARD SCALES

FAIRBANKS STANDARD **SCALES!** | **ECLIPSE** SELF-REGULATING **WIND MILLS**

FAIRBANKS, MORSE & CO., - - 66 East Third street

WHOLESALE DEALERS

NOYES BROS. & CUTLER,

IMPORTERS & WHOLESALE DRUGGISTS.

68 and 70 Sibley Street, Corner Fifth. - - - St. Pau

TRAVELERS' GUIDE

St. Paul Railway Time Tables.

Chicago, St. Paul, Minneapolis AND OMAHA RAILWAY.

"THE ROYAL ROUTE."

☞ The only route running solid trains from Minneapolis and St. Paul with Pullman smoking room sleepers on all trains to Chicago.

☞ The only line running solid trains from St Paul to Council Bluffs with sleeping cars through to St. Joseph and Kansas City.

DEPARTING TRAINS.	Le. Minneapolis.	Leave St. Paul.
Chicago Day Express......	†12:00 m	†12:45 p m
Chicago & Milwaukee Ex...	*7:00 p m	*7:45 p m
Sioux City & Sioux Falls...	†7:10 a m	†7:50 a m
Omaha and Kansas City....	*3:20 p m	*3:30 p m
Green Bay and Appleton....		6:00 a m
North Wisconsin & Superior	†7:30 a m	†8:10 a m
River Falls............	†4:30 p m	†5:05 p m

The train leaving Minneapolis at 7:00 p. m. and St. Paul at 7:45 p. m. is the celebrated dining car train.

ARRIVING TRAINS.	Arrive St. Paul.	Ar. Minneapolis.
Chicago & Milwaukee Ex...	†6:15 a m	†7:00 a m
Chicago Night Exsress.....	*2:25 p m	*3:10 p m
Sioux City & Sioux Falls...	†7:10 p m	†8:55 p m
Omaha and Kansas City....	*11:55 a m	*1:00 p m
North Wisconsin & Superior	†4:55 p m	†6:00 p m
Green Bay & Appleton.....	†8:10 p m	†8:55 p m
River Falls............	†8:55 a m	†10:00 a m

Lake Elmo and Stillwater Trains.

LEAVE MINNEAPOLIS.

†7:30 a m, †8:30 am, †12:00m, †1:00 pm, †4:30 p m, *7:00 p m.

LEAVE ST. PAUL.

†6:00 a m †8:10 †9:25 am, a m, †12:45 pm, †2:00 pm, †5:05 p m and 7:45 p m.

LEAVE STILLWATER FOR ST. PAUL & MINNEAPOLIS.

†8:00 a m, †11:00 am, †3:30 p m, *1:13 pm †7:08 pm

* Daily. † Except Sundays. ‡ Except Mondays.

☞ Tickets, Sleeping Car Accommodations and all information can be secured at

No. 13 Nicollet House Block, Minneapolis,
J. CHARBONNEAU, Ticket Agent.
Minneapolis depot, corner Washington and Fourt avenue north. W. P. IVES, Ticket Agent.
Corner Third and Jackson streets, St. Paul.
CHAS. H. PETSCH, City Ticket Agent.
New Union Depot, foot of Sibley street,
KNEBEL & BROWN, Ticket Agents.
S. G. STRICKLAND, Ticket Agent, Stillwater.

Chicago. Milwaukee & St. Paul Railway.

Arrival and departure of through passenger trains

DEPARTING TRAINS.		Leave Minneap'lis		Leave St. Paul.
River Division.				
Dubuque & Rock Island Ex	C	7:25 a m	C	8:00 a m
Milwaukee & Chicago Ex..	C	12:00 m	C	12:45 p m
Milwaukee & Chicago Ex..	A	7:00 p m	A	7:45 p m
Iowa & Minn. Division.				
South'n Minn. & Iowa Ex..	C	8:00 a m	C	8:10 a m
Owatonna Accom.........	C	4:30 p m	C	4:30 p m
Mason Cy. South & West Ex	E	6:00 p m	E	7:10 p m
Hastings & Dakota Div.				
Aberdeen & Dakota Ex....	C	8:50 a m	C	8:00 a m
Bird Island Accom.........	A	3:15 p m	A	2:00 pm

ARRIVING TRAINS.		Arrive St. Paul.		Arrive Minneap'lis
River Division.				
Chicago & Milwaukee Ex..	A	6:15 a m	A	7:00 a m
Chicago & Milwaukee Ex..	C	2:25 p m	C	3:10 p m
Dubuque & Rock Island Ex	C	9:50 p m	C	10:30 p m
Iowa & Minn. Division.				
Mason Cy. South & West Ex	F	7:45 a m	F	8:30 a m
Owatonna Accom.........	C	10:15 a m	C	10:20 a m
South'n Minn. & Iowa Ex..	C	6:45 p m	C	6:55 p m
Hastings & Dakota Div.				
Bird Island Accom.........	A	10:30 a m	A	9:55 a m
Aberdeen & Dakota Ex....	C	5:38 p m	C	4:40 p m

A, means daily. C, except Sunday. E, except Saturday. F, except Monday.

UNDERTAKERS.

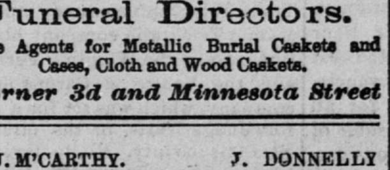
STEES BROS.,

[Established 1850.]

MANUFACTURERS OF

FURNITURE

Live Geese Feathers and Mattresse



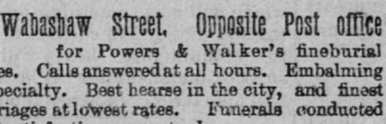
Funeral Directors.

Sole Agents for Metallic Burial Caskets and Cases, Cloth and Wood Caskets.

Corner 3d and Minnesota Street

C. J. M'CARTHY. J. DONNELLY

M'CARTHY & DONNELLY.



UNDERTAKERS.

54 Wabashaw Street, Opposite Post office for Powers & Walker's fineburial cases. Calls answered at all hours. Embalming a specialty. Best hearse in the city, and finest carriages at lowest rates. Funerals conducted and satisfaction guaranteed

LEADING BUSINESS MEN OF ST. PAUL - - MINN

ARCHITECTS.

E. P. BASSFORD, German Amer. Bank Building.
H. S. TREHERNE, C. E., 19 Gilfillan Block.
A. D. HINSDALE, Presley Block.
A. M. RADCLIFF, Ingersoll Block.
J. WALTER STEVENS, Davidson Block, Rooms 25 and 26.

ARTISTS' MATERIALS.

SHERWOOD HOUGH, Cor. Third and Wabashaw
STEVENS & ROBERTSON, 15 East Third street St. Paul.

BOOKS AND STATIONERY.

SHERWOOD HOUGH, Cor. Third and Wabashaw.
ST. PAUL BOOK & STATIONERY CO, 37 East Third street.

CARRIAGES AND SLEIGHS.

A. NIPPOLT corner Seventh and Sibley streets

CARPETS AND WALL PAPER.

JOHN MATHEIS, 11 East Third street.
W. L. ANDERSON, 36 East Third street

DRY GOODS—Wholesale.

AUERBACH, FINCH & VAN SLYCK, Sibley street, between Fourth and Fifth.

DRY GOODS—Retail.

LINDEKE, LADD & CO., 9 East Third street.

FURS, FEATHERS AND GINSENG.

A. O. BAILEY, 10 Jackson street.

FURNITURE, FEATHERS, &

STEES BROS., 51 East Third street. Established 1850.

GROCERIES—Wholesale.

P. H. KELLY & CO., 142 to 148 East Third street.

HARDWARE AND TOOLS.

F. G. DRAPER & CO., 85 East Third street.

JEWELERS AND WATCHMAKERS.

EMIL GEIST, 57 East Third street.

LOOKING GLASSES.

STEVENS & ROBERTSON, 15 East Third street. St. Paul.

PAPER.

T. S. WHITE STATIONERY CO., No. 71 East Third street.

PAPER AND STATIONERY.

T. S. WHITE & CO., No. 71 East Third street

PICTURES AND FRAMES.

STEVENS & ROBERTSON, 15 East Third street St. Paul.

STATIONERY.

T. S. WHITE STATIONERY CO., No. 71 East Third street.

TRUNK MAKERS.

CRIPPEN & UPSON, 74 East Third street.
W. H. GARLAND, 41 East Third stree

WINES AND LIQUORS—Wholesale.

B. KUHL & CO., Wholesale Dealers in Liquors and Wines, 194 East Third street, St. Paul.

WHOLESALE NOTIONS.

ARTHUR, WARREN & ABBOTT, 186 and 188 East Third street.

WHOLESALE HARDWARE.

STRONG, HACKETT & CO 218 to 219 E 4th St

PILES! PILES!

Thousands bless this PILE OINTMENT. If you suffer one day longer it is your own fault, for **Williams' Indian Pile Ointment** is a sure cure for BLEEDING, ITCHING, ULCERATED or PROTRUDING PILES. No matter how long standing, WILLIAMS' INDIAN PILE OINTMENT will cure you. Hon. JUDGE COFFINBERRY, of Cleveland, O., says: "It cured me when all other remedies failed." FRED. P. ALLEN, Troy, N.Y., says: "I suffered day and night with itching Piles." S. O. Gleason, druggist, recommended WILLIAMS' PILE OINTMENT, and it cured me at once." ***Every Box is Warranted. TRY IT.*** Sold by all Druggists, and sent by mail on receipt of ***Price, $1.00 per Box.*** Send for Circular.

FRANK S. HENRY & CO., Prop's,
CLEVELAND, OHIO.
NOYES BROS. & CO Wholesale Agent