THE LEGISLATURE.

EIGHTH DAY OF SESSION--FIFTH DAY OF WORK.

Wrestling With the Temperance Question —A Bill Regulating Rates for Railroad Freight--Effort to Pass a Bill Putting $250,000 Into the General Fund--A Caucus Committee Appointed.

SENATE.

The senate braced up yesterday morning and had a business session of one hour and three-quarters. Eight bills were introduced, two of which, being local measures, were read a third time and passed under suspended rules. Senator Wilson enjoys the distinction of being the progenitor of the first bill to pass the senate, and Senator Hollister the father of the second. Senator Doran produced some merriment by sarcastically offering a resolution for the appointment of a secretary for each one of the senators. His wit was aimed at the the endeavor of the senate to provide little offices for the small politicians who have been hanging around for warm positions for the winter. A discussion took place on the inspection and grading of grain, and upon prohibitory legislation, brought about by Senator Castle's resolution for the appointment of two special committees to be composed of nine senators each, to whom should be referred all matters pertaining to temperance and the inspection of wheat and other grain. e senators appear to be willing to take almost any action desired by grain growers with reference to grading, but they evidently don't like the temperance question at all and are desirous of keeping shady on that topic as long as possible. Senator O'Brien introduced a bill leaving it in the discretion of the judge to pronounce sentence of death for murder in the first degree where the prisoner pleads guilty. Senator Pillsbury introduced two bills relating to chattel mortgages the purport of which is to render such mortgages on growing grain void after the grain is threshed and in the hands of an innocent purchaser.

Routine Report.

Senate convened at 10 o'clock, and was called to order by the president.

Reading of scriptures and prayer by the chaplain.

Journal of yesterday read and approved.

BILLS INTRODUCED.

By Senator Peck—A bill to amend chapter sixty eight of the statutes of 1878, relating to the setting off of homesteads.

By Senator Wilson—A bill to amend the charter of the city of Winona. Relates to the fire limits of Winona. Rules suspended and bill passed.

By Senator Hollister—Authorizing the council of the city of Austin to issue $8,000 bonds for the purpose of building a bridge. Passed under suspended rules.

By Senator Peterson—To authorize Burnstown, Brown county, to issue $8,000 in bonds to aid in the erection of a flouring mill in the village of Springfield.

By Senator Hollister—To amend the statutes of 1878, relating to chattel mortgages.

By Senator O'Brien—Prescribing the penalty for murder in the first degree. This bill modifies the existing law so as to leave it discretionary with the judge whether or not to pronounce the sentence of death where the prisoner pleads guilty.

By SenatorPillsbury—To amend sections 1 and 2 of chapter 39, general laws of 1868. Providing that mortgages on growing grain shall be void after the grain has been threshed.

By Senator Pillsbury—To amend chapter 53, of the general laws of 1876, relating to mortgages on grain, or grain in the shock.

By Senator Wilson—Proposing an amendment to article 4 of the constitution forbidding aid in the construction of railroads by cities, towns or counties.

Senator Clark offered a joint resolution relating to railroad indemnity lands. The purpose of this resolution is to get a settlement between the land grant railroads of the state and the United States, thus restoring to settlement large tracts of government lands in the western part of the state which are withheld from market and occupancy as railroad indemnity lands.

RESOLUTIONS

Senator Doran offered a resolution authorizing the president of the senate to appoint a suitable person to act as secretary to each one of the senators.

Senator Morrison gave notice of debate.

Senator Doran hoped his resolution would be adopted, saying there were pretty near that number of small officers now, room for whom could not be made by the Republican caucus, but who were appointed by the senate. During all the years of his legislative experience he had never known such recklessness in the appointment of officers and such a number of candidates. He thought that if each senator was allowed a secretary there would be positions for all.

Senator Castle offered a resolution authorizing the president to appoint two special committees of nine members each, to whom should be referred all matters relating to temperance legislation, and all matters to grading and warehouse inspection or grain.

Senator Rice asked if the senator feared there would be temperance legislation this winter.

Senator Castle thought there should be a committee appointed to whom should be referred all bills, letters, petitions and memorials bearing on this question.

Senator Billson asked for a division of the question, expressing his willingness to vote for the appointment of one of the committees but not for the other.

Senator J. B. Gilfillan wanted to know if any bill foreshadowed the necessity for such a committee. If not, it was his opinion the senate had better adhere to the regular list of committees.

Senator Castle said there were important issues, and that legislation would probably be asked this session.

Senator J. B. Gilfillan asked the senator if he intended to introduce a bill on the temperance question.

Senator Castle said he was not fully decided what bills he should introduce this session, but would notify the gentleman from time to time, in the usual way.

Senator J. B. Gilfillan was of the opinion that the resolution was premature, and calculated to forestall legislation on those subjects. It would be time to appoint committees on those subjects when the necessity became apparent. He would vote for any scheme of grain inspection which was satisfactory to grain growers, but he thought the resolution was out of place at this time.

Senator Castle said the anticipation of bills upon these subjects made it appae to him necessary to have committees of this kind.

Senator Pillsbury was in favor of the appointment of a committee on grain inspection, but was opposed to a temperance committee. Wanted all bills on this subject to go to the judiciary committee.

Senator Clark moved to lay the whole matter on the table, saying at the same time he was in favor of prohibition and was ready to go on record at any time.

Senator Rice said the subject of grain inspection was being earnestly discussed all over the state, and he desired very much that a special committee be appointed to whom should be referred all matters pertaining thereto.

Senator Castle withdrew that part of his resolution pertaining to the committee on temperance legislation, saying he had not supposed senators were so extremely sensitive upon the temperance question or he would not have introduced that part of the resolution. However, he gave notice that the introduction of the first temperance bill would be the signal for a motion from him to have the matter referred to a special committee on that subject. He did not purpose to have the judiciary committee annoyed by bills of this character.

The resolution for the appointment of a special committee of nine on grain inspection and grading was then adopted.

Senator Sackett offered a resolution that the title of the committee on hospital for the insane be changed to that of hospitals for the insane. Adopted.

Senator J. B. Gilfillan moved that the standing hour for the meeting of the senate be changed to 11 o'clock a. m. Adopted.

Adjourned.

HOUSE OF REPRESENTATIVES.

Routine Report.

Speaker Fletcher called the house to order promptly at 11 o'clock yesterday morning and Chaplain Dana invoked the divine blessing on the day's proceedings.

At his request Mr. Patterson, of Carver, was granted leave of absence.

A WHACK AT THE RAILROADS.

Mr. Rahilly, of Wabashaw, introduced a bill fixing the schedules of freight rates to be charged by the railroads of the state; and after its first reading, moved its reference to a special committee of five. The speaker suggested its reference to the committee on railroads but the author of the measure said the bill was a new matter altogether, and not for the consideration of the railroad committee, who had the supervision of franchises.

Mr. Child, of Jackson, called for a division on the question of reference.

Mr. Buck, of Winona, moved to lay the bill on the table.

Mr. Smith, of Ramsey, suggested that the bill be printed and called up under a suspension of the rules.

Mr. Buck accepted the suggestion, and withdrew his motion to lay on the table; and the bill was ordered printed, the speaker ruling in a point of order that the bill should be properly referred to the committee on railroads after the bill had been printed.

FILLING UP THE GENERAL FUND.

Mr. Child, of Jackson, introduced a bill authorizing the governor to borrow $250,000 to make up the deficiency in the general fund. It was read a first time, when the author moved its reference to the committee of the whole, which reported favorably upon it. The bill was then read a second time and ordered engrossed for a third reading.

A GRIST OF BILLS.

Mr. Child also introduced a bill which prohibits members of the legislature from carrying off copies of the statutes provided for their official use, and provides certain penalties. Referred to the committee on judiciary.

Mr. Brown, of Blue Earth, to repeal the act in relation to the licensing of dogs, which was read a first time and ordered printed.

Mr. Bobleter introduced a bill amending the law regulating the licensing of dogs. Referred to the committee on towns and counties.

Mr. Brown also introduced a bill relating to the taxation of railroad lands.

Mr. Hicks introduced a bill relating to the commitment of juvenile offenders to the reform school by judges of the United States courts, which was read a first time, considered in committee of the whole, read a second time, and ordered engrossed for a third reading.

James Smith, Jr., of Ramsey, introduced a bill authorizing the St. Paul & Duluth Railroad company to relocate the northern terminus of its line. Referred to the committee on railroads.

Mr. Cole, of Rice, providing for furnishing copies of the statutes of 1878 to members of both houses. The bill was read a first and second time, ordered to a third reading, engrossment waived and passed by a vote of 72 to 3.

Mr. Cole also introduced a bill relating to mortgages on growing crops. Referred to the committee on judiciary.

Mr. Wells introduced a bill authorizing the county commissioners of Stevens county to issue bonds for the purpose of refunding county orders. Read a first time and ordered referred to the committee on judiciary.

Mr. Brown, of Blue Earth, relating to drains and effects. Referred to committee on judiciary.

SENATE BILLS PASSED.

Amending the charter of the city of Winona so as to enable the city council to extend its fire limits.

Authorizing the city of Austin to issue bonds to the amount of $8,000 for the purpose of sustaining bridges.

CUTTING DOWN DESK BOOM.

Mr. Child, by general consent, introduced a resolution requiring the sergeant-at-arms to have the desks cut down to two feet and six inches in length, but his scheme was sat down on and his resolution laid on the table.

COMMITTEE OF THE WHOLE.

The house went into committee of the whole, Mr. Hill, of Winona, in the chair.

The bill authorizing the governor to borrow $250,000 for the use of the state, to be applied to the general fund, was considered.

Mr. Fisher moved that the bill be referred to a special committee of three, in order that it might be acted on at the next morning session.

Mr. Buck moved, as a substitute, that when the committee rise it recommend to the house the passage of the bill. It was so ordered.

On motion of Mr. Hicks the house bill relating to the commitment of juveniles to the state reform schools by judges of United States district courts was taken up. After some debate it was referred to the committee on judiciary.

On motion of Mr. Hicks the committee rose and the house resumed its session with the speaker in the chair.

FORESTRY.

Mr. Emery moved the appointment of a committee of five members on forestry; but on motion of Mr. Collins the rules were amended so as to provide for a regular committee on forestry.

Mr. Child, of Jackson, moved to suspend the rules and put upon its passage the bill authorizing the state officers to make a loan. The motion prevailed, but on the vote on the passage of the bill but forty-six members voted in the affirmative, which, being less than the required number, it failed to pass.

The house then adjourned until this morning at 11 o'clock.

CAUCUS COMMITTEE.

Before the members had left the hall Mr. Hicks gave notice of the selection of Messrs. Collins of Stearns, Child of Jackson and Merriam of Ramsey as a caucus committee on behalf of the Republican members.

FIRST GRANGER GUN.

Representative Rahilly Introduces a Bill Regulating Railroads.—Maximum Rates for Carrying Freight.

The following bill was introduced by Hon. P. H. Rahilly of Wabashaw county in the Minnesota house of representatives yesterday:

A bill in relation to railroad corporations carrying freight and agricultural productions intended for transportation over the lines of railroad corporations.

Be it enacted by the legislature of the state of Minnesota:

Sec. 1. Each railroad corporation doing business within this state, being a common carrier, and enjoying the right of way under the constitution and laws of this state, shall carry all mineral, agricultural, and other productions or manufactures and all freight upon equal and reasonable terms and for an equal and reasonable rate and compensation, and if any railroad corporation shall fail to comply with the foregoing provisions it shall forfeit and pay the sum of $1,000 for the use and benefit of any persons injured or damaged by such failure, or for the use and benefit of any person from whom such unequal and unreasonable rates or compensation have been taken, received or exacted; or any person upon whom such unequal and unreasonable terms have been imposed or enforced; to be recovered by action in any court of competent jurisdiction, and which action may be brought by such person in the county where he resides.

Sec. 2. If any railroad corporation doing business within this state, being a common carrier, and enjoying the right of way under the constitution and laws of this state, shall refuse to take, accept, carry or transport over its line of road, any mineral, agricultural or other productions, or manufactures, or freight from any person requesting it so to do, and to carry the same from one depot or station to some other depot or station on its line of road, it shall forfeit and pay for the use of such person the sum of $1,000, to be recovered by such person by action in any court of competent jurisdiction, and which action may be brought by such person in the county where he resides; *Provided, however*, that such action shall not be brought unless a reasonable rate or compensation is first paid or tendered to such corporation for carrying or transporting over its line of road such mineral, or agricultural, or other productions, manufactures or freight.

Sec. 3. For transporting any kind of grain, flax seed, potatoes, flour, meal, beef, pork, or any other kinds of meat, live stock, sugar, in barrels or casks, tea, coffee, and all other descriptions of merchandise now described as fourth class freights in the schedules of charges for carrying freights on the railroads of this state, and for transporting timber, lumber, shingles, lath, salt, coal and wood, the railroad company transporting the same shall be entitled to demand and receive payment not to exceed the following rates, to-wit: For distances not exceeding ten miles six cents per ton per mile.

For a distance of ten and not exceeding twenty, four cents per ton per mile.

For a distance of over twenty and not to exceed thirty miles, three cents per ton per mile.

For a distance of thirty and not to exceed forty miles, two and one-half cents per ton per mile.

For distances over forty and not to exceed fifty miles, one and one-quarter cent per ton per mile.

For a distance of over fifty and not to exceed sixty miles, one cent per ton per mile.

For distances of over sixty and not to exceed seventy miles, seven-eighths of one cent per ton per mile.

For distances over seventy and not to exceed eighty miles, three-fourths of one cent per ton per mile.

For all distances of eighty miles and over the charge per ton per mile shall not exceed the rate of three-fourths of one cent per ton per mile for the entire distance which such freights may be carried. *Provided*, that when the quantity of freight to be transported for the same party at one time shall be less than one car load, then the company shall be entitled to charge an addition of 20 per cent. to the rates hereinbefore specified for transporting the same.

Sec. 4. For transporting all commodities now described in the freight schedules of railroad companies as "first class," "second class," "third class," and "miscellaneous" freights, the companies shall be entitled to charge and receive no more than three cents per mile per ton for first class freights, two and one-half cents per ton per mile for second class freights, two cents per ton per mile for third class freights, which shall be and are hereby declared to be reasonable compensation for such service.

Sec. 5. All railroad companies doing business in this state shall provide suitable places at their stations and depots for the reception and storage of goods and commodities offered for transportation, and receive and transport the same as required.

Sec. 6. Where freights are offered for transportation over any line of railroad, for delivery at some point on the line of some other railroad with which the road where the same is offered has connection, either directly or by some other intermediate railroad, the company to whom the same is offered shall receive and convey the same over its line of road to the place of junction with the other line of railroad in the direction of the desired destination of such freight, and shall deliver the same to the company operating such other line of road, with the necessary instructions to secure its being forwarded to its destination; and the company to whom such goods and commodities are transferred shall receive and forward the same to such destination, if upon its line of road, and if not upon its line of road, then to such point upon its line as the owner or shipper of such freight may direct. And in cases where goods are shipped to a destination to reach which it shall become necessary to transport them over two or more lines of railroads, the provisions of this section shall apply to all the companies owning such lines of road over which they may be transported, and the rates they shall charge for transporting such transferred freight, shall not exceed, in the aggregate, the rates allowed by this act for the transportation of such freights a similar distance over a single line of road; *Provided, however*, that if the quantity of such freight transported at one time for the same owner or shipper shall be less than a car load, then the companies transporting the same shall be entiled to demand and receive an addition of 20 per cent. on the rates hereinbefore specified.

Sec. 7. No company owning or operating any line of railroad in this state shall charge a greater rate for transporting any class of freight or kind of commodity, a less than a greater distance, except in conformity with the rates hereinbefore specified, nor shall it transport any description of freight at less rates for one or more persons, firms, companies and associations, than for all other persons, firms, companies and associations; nor shall it allow to any person, firm, company or association shipping freights over its line of road any rebate, or drawback, or donation, or credit, or consideration of any kind whatever, amounting to a discrimination between shippers of goods, or commodities of any sort.

Sec. 8. When individuals or companies (other than railroad companies) shall apply for convenient sidings on the line of any railroad, on which to erect elevators or warehouses, the company owning or operating the railroad shall furnish the same without unnecessary delay.

Sec. 9. All companies operating lines of railroad in this state, shall transport and deliver all freights offered for transportation within a reasonable time and in the order of their receipt for shipment; and shall receive for transportation cars loaded or empty, from the line of one company to that of another, and shall transport the same when empty without charge for handling, provided that they are to be returned over the same line of road loaded and unless they are so returned, they shall be charged for at the rate hereinbefore specified; and in transporting cars empty or loaded, no discrimination shall be made between cars offered by different individuals, firms or companies, or between cars belonging to different railroad companies, neither in charges made for hauling or transporting the same, nor in the expedition in which they are received and forwarded, but in all cases they shall be transported without unnecessary delay, and in the order of their being offered and received for shipment.

Sec. 10. Any company operating any line of railroad in this state, which shall be guilty of discriminating, in any manner, between persons, firm, companies, corporations, villages, towns, or cities, shipping freight over, or from which freights are shipped over its road, by allowing any rebates, drawbacks, donations, or unusual privileges, or by any device for evading the intention of this law, such company may be sued in any court having jurisdiction, by any one or more of the persons, or firms, companies, corporations, villages, towns, or cities, which may be injured by such unlawful discrimination, and the complainants in all such suits shall be entitled to recover three times the amount of injury shown to be sustained because of such unlawful conduct on the part of the company, together with the costs of suit and reasonable attorneys 'fees, and every person, firm, company, corporation, town, city, or village that may be injured by such unlawful discrimination or evasion or device shall have cause for suit against such railroad company for every such act of unlawful discrimination, and they may bring such suits individually or collectively as they shall elect.

Sec. 11. Any person, firm, company, corporation, town, village, or city that may be injured by any railroad company, through its violation of the provisions of this act, in the matter of receiving excessive compensation for transporting freight, or in unlawfully discriminating between shippers of freight over its line of road, shall make complaint in writing to the state railroad commissioner, the same by oath or affirmation, in which he or they shall set forth fully the transaction complained of, and such complaint shall be accompanied by whatever written evidence the party may have, and by the names of all persons known to him or them to have knowledge of the facts. On receipt of such complaint the railroad commissioner shall, without unnecessary delay, proceed to make full inquiry into the case, and if he finds the complaint sustained, he shall place the case in the hands of the attorney general of the state, and that officer shall forthwith prosecute the offending company in the proper court, and upon conviction such company shall pay a fine of not less than $5,000 nor more than $10,000, and it shall be estopped from prosecuting its business in this state as a railroad company until such fine is paid, or its payment properly secured.

Sec. 12. If any company operating any railroad in this state, after having once been convicted and fined under the provisions of the preceding section of this act, shall be again convicted of having violated the same provisions of this act subsequently to such former conviction, such second conviction shall be deemed to work an extinguishment of its corporate franchises; and in that case proceedings shall be forthwith instituted by the railroad commissioner and attorney general for the vacation of its charter and extinguishment of its franchises.

Sec. 13. In cases where no complaint has been made to the railroad commissioner of violation of the provisions of this act, and wherein suits for damages have been brought by individuals or other parties, as provided for in a previous section of this act, and judgment rendered against the railroad company, it shall be the duty of the clerk of the court before which such case was tried, to send a certified copy of the records of the court in such case to the railroad commissioner, and that officer shall, upon receipt of the same, proceed to prosecute the company so offending for the collection of the fine, as provided.

Sec. 14. In all suits or examinations arising under this act, it shall be the duty of the county attorneys and the attorney general of the state to render assistance to the railroad commissioner when requested to do so by that officer, or the railroad commissioner may employ other counsel when necessary at the expense of the state.

Sec. 15. On complaint being made to him, properly verified of any violation of the provisions of this act, other than those for which penalties are hereinbefore provided, it shall be the duty of the railroad commissioner to make thorough examination into the facts, examining witnesses under oath, and to require the railroad company, in case there is just reason for complaint; to comply with the provisions of this act, and if it shall disregard his order and persist in its unlawful conduct, he shall thereupon cause it to be prosecuted in the proper court for a fine not exceeding three times the amount of the injury occasioned by its unlawful conduct to the complaining parties, which fine is hereby declared to be the penalty for such offenses, and the costs of the suit and the necessary expenses incurred by the railroad commissioner in prosecuting the case, such fines and penalty to be collected as fines, are usually collected in this state.

Sec. 16. If any officer, agent, or employe of any company operating a line of railroad in this state shall be guilty of violating any provisions of this act, his act shall be held to be the act of the company, and the latter shall be held liable as hereinbefore provided.

Sec. 17. Any officer, agent, or employe of any company, operating a line of railroad in this state, who shall be summoned to appear and testify in any suit or examination arising under the provisions of this act, and shall refuse to so appear and testify, he shall be held to be guilty of contempt, and be punished as cases for contempt of court are now punished, by fine or imprisonment, or both. *Provided*, That when such contempt is committed as to the railroad commissioner, in cases of examination into the grounds of complaints, that officer shall submit the matter to any district court, which shall thereupon order the infliction of the punishment upon the party guilty of contempt, and in such cases imprisonment shall always constitute part of the punishment.

Sec. 18. If the railroad commissioner shall neglect or refuse to carry out the provisions of this act in the performance fully and faithfully of the duties hereinbefore imposed upon him, it shall be held to be official malfeasance on his part, and be cause for his impeachment and dismissal from office, and if he shall connive at or participate in or in any manner be a party to or an abettor in the suppression of evidence in any case arising under the provisions of this act, or if he shall become in any manner a hinderance to the prompt and efficient prosecution of all such cases, he shall be held to be guilty of a misdemeanor, and be liable to a fine of not less than $1,000, nor more than $10,000, and to imprisonment for not less than one nor more than five years.

Sec. 19. Nothing in this act shall be construed to interfere with the privilege of railroad companies carrying gratuitoosly or at reduced rates goods or commodities of any kind intended for the relief of parties suffering from extensive public calamities, nor with their transportation of stores for the general government of the United States.

Sec. 20. All acts and parts of acts inconsistent with the provisions of this act shall be and are hereby repealed.

Sec. 21. This act shall take effect and be in force from and after its passage.

THE FORESTRY ASSOCIATION.

The Annual Meeting Last Night--Little Business Transacted.

Last evening was the time according to the published announcement for holding the State Forestry association meeting, but at 7:30, the hour named, no one but Hon. Geo. L. Becker, J. Fletcher Williams and Leonard B. Hodges, were present. By 8 o'clock J. W. Webb, E. G. Hodgson, Hermann Trott, J. R. McGill and Mr. Emery of Lake City, entered the rooms of the Historical society where the meeting was held and as it was pretty evident that no more were coming those present proceeded to organize by calling Hon. Geo. L. Becker to the chair. On taking the chair he stated that the meeting was an informal one called for the purpose of conferring as to the matter of tree culture, and also as to whether or not the association formed for the purpose of aiding in this industry could survive the indifference of those who ought to be instrumental in sustaining it. Owing to the fact that the legislature was not in session last year the association held no meeting, and he regretted that now when it is in session a larger number of people could not be got together when such an important matter was to be considered.

Mr. Leonard B. Hodges said the outlook for the continuation of the organization was exceedingly discouraging. He regretted that the members of the legislature, many of whom came from that portion of the state where this matter of the growing of trees was of very great importance, exhibited so much indifference to the matter, and failed to attend the meeting. If the object of the association had any merits in it, it ought to be sustained. If on the contrary, the proposition to cultivate trees was not meritorious, then it ought to be dropped at once.

Mr. Hodgson did not feel like letting it go in that summary manner. It was too important a matter to be dropped. The organization ought by all means to be maintained. He was suprised at the apathy manifested. Not only are the people who reside on the prairie interested in this matter but the people of the whole state are also. The prairies of this state are not habitable for white men till forests are grown. He would prefer to adjourn the meeting to some other time and try again.

Mr. Emery, of Lake City, agreed with Mr. Hodgson. The subject of growing trees ought to be followed up with as much energy as possible. He believed the legislature would aid in the matter if it was properly called to its attention.

Mr. W. P. Murray suggested that a bill be prepared for the purpose of aiding in the matter and submitted to the legislature.

Mr. Hodges suggested that 20,000 copies of the manual be distributed.

Further conversation and suggestion followed, when Mr. Becker proposed that a committee be appointed to draft a bill and submit it to the legislature. In accordance with this suggestion Mr. Murray made a motion that Messrs. Hodges, Hodgson and Williams be appointed to prepare a bill for submission, and the association meet again on the call of the chairman to consider it, and the same was adopted.

On motion of Mr. Hodgson it was determined that an address should be delivered by the president, or that he should appoint some one who would deliver an address upon the subject of tree culture.

It was also determined, on motion of Mr. McGill, that the above committee report certain amendments to the claim act, and memorialize congress to adopt them, after which the meeting adjourned.

A GOOD MAN GONE.

Death of Alderman John O'Connor---Sketch of His Life.

After a brief illness, Ald. John O'Connor died at 8:30 o'clock yesterday morning at is residence No. 94 East Fourth street. The simple announcement of the death of a good man is always received with pain and regret, and in this instance the intelligence will occasion general sorrow. The deceased was taken ill about two weeks ago, but his malady did not assume dangerous symptoms until a few days ago, when it was pronounced congestion of the lungs, his death ensuing yesterday morning. The deceased was a native of Ireland, and was born in 1824, being at the time of his death in his fifty-ninth year of age. He came to America in 1851 or 1852, first settling in Louisville, Ky., where he engaged in store keeping. He removed to St. Paul in May, 1856, where he soon afterwards became a member of the police force. He resigned this position after several years, honorable service to take the position of wharf master, the duties of which he discharged with fidelity and honor and in the fall of 1874 he was elected to the city council from the Second ward, since which time he has been honored with the distinction of serving nine successive years.

In the death of Mr. O'Connor, St. Paul will mourn one of her most upright, faithful and zealous officials.

He was ever active in promoting the best interests of the city at large, and particularly devoted to whatever concerned the constituents or welfare of his own ward. Possessed of firm convictions, his character was wanting in trickery or buncombe, and it has been justly said that he was a man without deception or guile. In speaking of his character yesterday, an old and esteemed citizen said that he was as square as a die, and that his word was as good as his bond, and that the latter was as good as the pledge of the state. Fidelity was a ruling trait in his life, and he was never known to have deserted a friend or abused a trust. Besides a large circle of friends, he leaves to mourn his death a wife and three sons, John, Richard and Dan, and his epitaph may justly bear that highest of all praise, "Here lies an honest man".

The funeral will take place from the late residence of deceased at 9 o'clock to-morrow morning.

A special meeting of the council has been called for 2 o'clock this afternoon to take appropriate action on his death.

The Detroit *News* is responsible for the statement that a Tecumseh, Mich., belle will soon be married in a pair of black silk stockings which her grandmother was married in forty years ago. If she could only get in addition her grandfather's hat of forty years ago, a paper collar, a smile, and a pair of spurs, she certainly would have a novel costume, but to be married in nothing but a pair of black silk stockings is something which the town officials ought to prevent.

LAWYERS AND LITIGANTS.

Opening of the January Term of the District Court—The Grand Jury—List of Jury Cases—Other Court Proceedings.

The January term of the district court met at 10 o'clock yesterday morning. Judge Brill on the bench. A large number of lawyers were in attendance, and the court at once proceeded to the call of the calendar which is rather light as compared with former terms of the court.

At 2 o'clock the grand jury was called and the usual statutory charge was given and the following members of the jury answered to their names:

Geo. W. H. Bell, H. J. Brennan, H. M. Ramsey, John J. Williams, J. S. Sewell, H. L. Pilkington, Wm. Constans, C. R. Strong Edward Ingham, John T. Averill, Richard Ireland, J. P. Allen, Louis E. Fisher, Wm. Dawson, James Starkly, O. P Lanpher, Geo, Mitch, Sr., T. M. Newson. Messrs. A. Decker, Adam Fetsch and A. Woone were excused.

Ex-Mayor Dawson was appointed foreman and the jury retired to secret session in the old court house.

JURY CASES.

The day was taken up with the call of the jury and court cases, a majority of which were set. The jury cases were set for time as follows:

Smith & Lewis vs. Anna M. Rice, et al.; Jan. 15.

The Second National Bank of St. Paul vs. I. V. D. Heard; Jan. 18.

T. J. Barney vs. Finkelstein, et al.; Jan. 20.

The Cleveland Co-operative Stove company vs. Joseph J. Squirers, et al.; Jan. 17.

Preston, Kean & Co. vs. G. A. Colby & Co.; Jan. 19.

George Mitsch vs. Michael Lynch; Jan. 22.

E. E. Cole vs. A. Foos; Jan. 18.

Samuel Hartstein vs. A. B. Wilgus; Jan. 19.

Esther M. Clark vs. P. J. Dreis; Jan, 22

Daniel Egan vs. the St. Paul, Minneapolis & Manitoba Railroad company; Jan. 23.

A. Frank vs. Fred Richter, sheriff, etc., and Dawson, Smith & Scheffer; Jan. 23.

W. C. Goforth vs. F. Sanilers; Jan. 24.

John Marty vs. the Chicago, Milwaukee & St. Paul Railroad company; Jan. 24.

New York Newspaper Union Co. vs. H. P. Hall; Jan. 25.

Smith vs. Charles Colter; Jan. 26.

Nelson Bisson et al. vs. E. E. Osborne et al.; Jan. 26.

Simond & Canby vs. George Scott; Jan. 27.

Mississippi & Rum River Boom Co. vs. John S. Prince et al.; Jan. 29.

Jas. Flannigan vs. M. J. Cummings; Jan. 30.

Bohn Manufacturing Co. vs. the Bailey. Manufacturing Co.; Jan 30.

Alois Slama vs. M. Bruggemann; Jan. 31.

Edward Simonton vs. Abbie H. Vanderhoof; Feb. 1.

William B. Hanscomb vs. Cheritree & Farwell; Feb. 2.

E. W. Shirk vs. the Mutual Union Telegraph Co.; Feb. 3.

C. E. Keller & Co. vs. Fred Struck; Feb. 3.

U. S. Circuit Court.

[Before Judge Nelson.]

M. D. Miller vs. Chicago, Milwaukee & St. Paul Railroad company; verdict for $500 in favor of plaintiff.

F. P. Olney vs. same; dismissed.

Julia C. Crockett vs. same; action for $6,200; on trial.

Municipal Court.

[Before Judge Burr.]

CRIMINAL.

W. Barnes, drunkenness; committed for five days.

Chas Skellup, larceny; committed for thirty days.

P. M. Teague, disorderly; dismissed.

Wm. Ramsden, assault; dismissed.

R. Smith, assault; continued to the 12th inst.

Death of Charles O'Neil of Burnsville.

[Correspondence of the Globe.]

MENDOTA, Jan. 8, 1883.—Charles O'Neil jr. aged nineteen years, the son of Charles' O'Neil, an old settler of Burnsville, Dakota county, died at an early hour on Thursday morning, Jan 4, 1883, notwithstanding the efforts made by some of the most eminent medical men of St. Paul to save his life. After having acquired a common school education in the public school of his district, where, for habits of industry and good manners he was a great favorite with his teachers, he went to St. John's Catholic college, Stearns county, and remained there two years.

The reports of the fathers bear testimony to his efficiency and high moral character whilst he was in that institution. Young Charles was a youth of very fine promise and it is said the death of her only son will prove fatal to Mrs. O'Neil.

A young man of robust and manly frame was cut down in the prime of life. Surely the designs of Providence are unfathomable. The afflicted parents have the sympathy of the neighborhood, where they are highly esteemed. After the accustomed solemn service, which was held on Saturday morning in the Catholic church, Rev. Father Glennon pronounced a very fine eulogy in his usual impressive and eloquent style on the character of deceased. A large concourse of mourning friends marched in funeral procession to the grave.

M. HAGGERTY.

The Telegraph Troubles.

NEW YORK, Jan. 9.—Attorney General Russell appeared to-day in the supreme court before Judge Barrett, to make application for leave to vacate the charter of the Mutual Union Telegraph company. He said the superior court denied this application before on technical grounds. He said he would serve the papers in the suit to-morrow. He asked that an order be made returnable Friday next, and Judge Barrett signed it. It directs the Mutual Union Telegraph company to show cause Friday next why its charter shauld not be vacated.

GLOBELETS.

Warm weather and heavy rains continue to increase the floods on the Rhine, Danube and Saone.

Chili has offered to make peace with Peru upon much more moderate terms than were at first proposed.

Potter Palmer is in Paris making extensive purchases of furniture, pictures, etc., for his new residence in Chicago.

It is stated that $40,000 have already been paid by the government in fees to special counsel in the star route trials.

A Pittsburg pawnbroker states that 99 per cent. of the money he loans is spent for intoxicating liquors.

It is estimated that the emigrants who arrived in Winnipeg last year brought with them a cash capital of $10,000,000.

An exchange sharply says there is a real need of the large corps of paymasters in the army—they are needed to pay one an other.

A Georgia paper says, "We begin the new year in Georgia with an outlook of great elasticity." What *stimulates* the elasticity is not shown.

Congressional apportionment bills are to be passed this winter by the legislatures of Arkansas, Maine, Kansas, New York, North Carolina and Pennsylvania.

The dying woman in Mt. Vernon, Ohio, who confessed to three murders, has now confessed to two more. She had better die. She has confessed enough.

The Pall Mall *Gazette* publishes a rumor that the Germans of London have received notice to be in readiness to return home to fulfill their term of military service.

Most, the foreign peripatetic "red-handed communist," does not succeed in enthusing the socialistic element in the cities visited by him to any great degree.

The toy pistol kills the old fools as well as the young. A man in Dallas, Texas, eighty years old, recently died of lockjaw caused by a wound from a toy pistol, with which he was fooling.

The prohibition issue which disrupted the Republican party in several states last fall, it is found, cannot be taken out of politics, as Republicans desire, and it is believed the result will be the destruction of the party in 1884.

An English writer fears that the electric light with the pitiless glare must eventually carry the day, but declares that for true comfort "there is no light that equals that of a pure wax candle." Daylight is good enough for us.

Nearly 300,000 pensioners are on the rolls and there are a quarter of a million more applicants, so the secretary of the interior says. They have cost nearly $10,000,000,000 so far, and there are estimated to be over $200,000,000 arrears.

The statute of limitations has acted to deprive a Philadelphia lawyer of a fee of $40,000. He had for many years been legal adviser to a man of immense wealth, and had not asked for compensation until long after his wealthy client's demise.

Germantown has a person who can eat a pound of soap, a half pound of candles and drink a pint of lard oil at a single meal. His name is William Manuel and at one time he filled a regular engagement at a saloon, giving exhibitions of his ostrich-like appetite.

Here is a Welsh song. The American who would sing it must first take an emetic, a pinch of cayenne pepper in his nose and breathe the sulphur fumes of a few matches. Then it comes natural enough:

"Chwychi ach ochi oche achau—o chowch
Ach uwch achychan
Iachewch eich och ewch ich iachau
Iach wychach ewch o'ch achau."

The latest statistics show that there are in the whole of London 716,000 children between three and fourteen years requiring elementary education, and the number increases yearly at the rate of about 14,000. The actual number of children attending the schools is more than 100,000 less, being 613,000. Of these, 350,000 attend the "board" schools and 230,000 the "voluntary" schools.

The Rev. R. W. Hill, who has been to Alaska, draws a gloomy picture of the intemperance among the natives. "The Indians will give away wife and children," he says, "to obtain liquor, and their carousals are so fierce and reckless that murders and suicides are frequent results." He believes that if the progress of ruin is not stayed the end of the Alaska Indian is not far off.

Wild goats roam the mountains around Harper's Ferry, Va. When the war broke out large numbers of tame animals, frightened by the firing, took refuge on the Maryland heights and have never returned. They are frequently killed by hunters, but they persistently refuse to descend, and the sense of danger experienced by the goats of 1861 and 1862 seems to have been transmitted to their posterity.

The Bannock Indians always destroy whatever causes or is connected with death. If a horse kicks a man to death it is killed; if an Indian dies in a wigwam it is burned. So, when an Indian boy was crushed in the machinery of a flouring mill the other day, the Indians burned it down the same night, causing a loss to the government of $7,000 or $8,000 on the building and to themselves of $2,000 to $3,000 on wheat and flour. It was an expensive revenge.

A California man has acquired a fortune in a singular way. He had a lot of mining stock, of a nominal value, and pledged it as collateral for a loan. Then the stock rose very high. The person to whom it was pledged sold it. Subsequently it fell again, and he bought it back, making $295,000 by the transaction. The true owner of the stock found out about the transaction, and sued for the $295,000 as belonging to him. The supreme court gives it to him.

M. WALTER. OTTO DREHER.

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