

generally believed, furnished a strong foundation for the allegation that forgery had been committed.

Boston, Jan. 19.—Governor Butler signed the certificate of election of Mr. Hoar as senator this afternoon, and the document was forwarded to the president of the United States senate this evening.

The governor leaves for Washington to-night on private business.

Telegram to the Globe.

LINCOLN, Neb., Jan. 19.—The fourth joint ballot for United States senator to-day resulted: Thayer, 16; Millard, 16; Morton, 13; Manderson, 8; Stickle, 10; Saunders, 12; Cowen, 11; Brown, 8; Vifgum, 6; Connor, 6; balance scattering. Very little change from yesterday. The assembly then adjourned. The Democrats again voted solid for their party man, as did the anti-monopolists. The Republicans, not so particular, voted promiscuously. It was known before the balloting commenced that an election would not result, and the interest there was of an indifferent nature. There is a growing desire, however, to have done with the trouble, and it will not be surprising if the end is reached to-morrow. Those who have been masquerading under false colors, it is thought, will be compelled to show their strength, particularly Millard, who has been leading the race sometime. The friends of this gentleman are hopeful of the result, and hope he can be elected to-morrow sure. The scheme is to get up a stampede in his favor, to make or break him at once. It is believed that the Millard men will stick to him only so long as he seems to have a reasonable show of success. It is the field against Millard, with the exception of the field. The vote for Saunders is thought not to mean anything. It will probably be used for Thayer or Cronzou, should there come a favorable opportunity.

LINCOLN, Neb., Jan. 19.—The fourth joint ballot for United States senator took place at 2 p. m. to-day, with the following result: Thayer 16; Millard 16; Morton 13; Manderson 8; Stickle 10; Saunders 12; Cowen 11; Brown 8; Vifgum 6; Connor 6; the balance scattering.

Pennsylvania. HARRISBURG, Pa., Jan. 18.—Among the bills favorably reported to the house was one regulating the liability of employers to make compensation for injuries sustained by employes; also bringing all railroads in the state to be fenced in order to protect cattle. A bill was introduced to prevent unjust discrimination by railroads in the transportation of passengers and freight. The bill recognizes the distinction drawn by the constitution between necessary discrimination and unjust discrimination, and prohibits greater charges for shorter than for longer distances over the same road in the same direction for the same classes of freight, the jury to judge of the circumstances in each case.

Michigan. DETROIT, Jan. 19.—The first ballot in joint convention of the legislature for senator was: Ferry, 52; Stout, 50; Hanchett, 7; Burrows, 7; and fifteen other votes scattering on ten candidates. The second ballot for senator resulted the same as the first except changes in the scattering vote. Ferry, 52.

Colorado. DENVER, Jan. 19.—The Republican caucus to-night to nominate a United States senator again adjourned after the fourth ballot, having made no choice. The following is the last ballot: Pitkin, 20; Tabor, 17; Hammel, 11; Bowen, 5. There will be no more caucuses held until Monday night.

Adjusting Reading's Affairs. PHILADELPHIA, Jan. 19.—President Grover is meeting with great success with his Reading adjustment negotiations. The total amount of the various obligations so tendered at the office for exchange, represents a principal of \$5,612,674 exclusive of accrued interest.

Colorado. DENVER, Jan. 19.—The senatorial deadlock still continues. The vote in joint session to-day developed nothing. Another caucus will be held to-night.

Michigan. DETROIT, Jan. 19.—Only two ballots for senator were taken to-day. The effort to adjourn over until Tuesday failed by one majority in the house.

ALL AROUND THE GLOBE.

The Louisiana Jockey club has postponed its opening races until the 30th, owing to the bad condition of the track.

Huntington & Wright's general store at Cedarstone, Ga., assigned. Liabilities \$12,000; assets reported \$100,000.

The St. Marie de Mounoi vault at Montreal was deserted again last night and three bodies stolen by medical students.

The Combined Anthracite Coal company have agreed to suspend the product of the last three days of each week until further notice.

Total values of the exports of domestic provisions, tallow and dairy products during the twelve months ended Dec. 31, 1882, were \$36,304,423.

A gift of \$20,000 is reported from citizens of Cambridge to Harvard college for new dormitories, the rest of each which is not to exceed \$50 a year cash.

Frank Pretty, cashier of the dry goods house of James Johnston & Co., Montreal, for ten years has absconded to the United States. He is a defaulter to a large amount. He has been dealing in stocks.

Baltimore policy holders of the Knickerbocker Life Insurance company, of New York, have appointed a committee to discover the present status of the company and urge the claims of those interested in the city.

Two females of the Salvation army have instituted suits of \$10,000 damages for slander against Rev. Charles Pelletreau, rector of the Episcopal church, of Pater-son, N. J. Pelletreau severely criticized the proceedings of the army.

The stallion Pemberton, with a 2:24 record, while being driven to a sleigh last evening at Lowell, Mass., became unmanageable and ran into a picket fence and was instantly killed. He was owned by H. C. Nevils, of Methuen, and was valued at \$10,000.

Jerome B. Fargo, a brother of the late William Fargo, of late express fame, died at Buffalo yesterday. Fargo was superintendent of the American express company on its lines west of Buffalo up to the time of his death.

The national board of steam navigation, in session at Cairo, Ill., adjourned yesterday morning to meet at the calling of the president, having transacted no further business than that reported yesterday morning. Most of the party took passage on the steamer Golden Rule for New Orleans this forenoon.

The Washington Treaty. OTTAWA, Jan. 19.—The rumor that the government has received notification from the United States government that it is the intention to immediately abrogate the fishery claims article of the Washington treaty is unfounded.

TARIFF DAY.

YESTERDAY SPENT ON THE TARIFF BILL BY THE SENATE.

Lengthy Debate on the Protection Issue—The Measure to be Brought to a Vote Next Tuesday—Nothing but Routine Business Transacted in the House.

Senate.

WASHINGTON, Jan. 19.—In the senate, Mr. Jewell, from the military affairs committee, reported adversely the bill to authorize the secretary of war to establish a home for indigent soldiers and sailors in Kansas.

Mr. Harrison from the committee on territories, reported a bill authorizing the county of Yankton, Dakota, to issue bonds. He said the majority of the committee were satisfied of a desire on the part of the people of that county to have such legislation as will enable them to refund their debt and get rid of the taint of repudiation. He would ask the senate to consider the bill at an early day.

Mr. Garland gave notice that three members of the committee disapproved the bill, and would oppose its passage most strenuously.

Mr. Hale presented Mr. Fry's credentials of re-election. Filed.

On motion of Mr. Coke a joint resolution was passed authorizing the purchase of steam launchers for the use of the harbors of New York and Mobile.

On motion of Mr. Sherman a bill passed authorizing an increase of the capital stock of the Second National bank of Xenia, O. The postoffice appropriation bill was then taken up.

Mr. Plumb said he would ask the senate to dispose of it to-day.

Debate ensued on the clause proposing a reduction of letter postage to two cents, and at the close of the morning hour the postoffice bill was laid aside and the senate resumed consideration of the tariff bill.

Mr. Miller offered an amendment to make the duty on filled bottles 1 1/2 cents a pound instead of 3 per cent. ad valorem, as in the bill. Lost, yeas 26, nays 27.

And the duty was left at 30 per cent. ad valorem.

Mr. Vance submitted a calculation to show that the duty collected on imports of window glass in 1882, was \$1,114,000, and that as a result of the tariff about \$3,500,000 was added to the price of glass of domestic manufacture. He was at a loss to know the reason for this, and enquired for imposing this burden upon the people, unless it were put on the ground of protecting American labor, and the sincerity of those who gave that reason was illustrated by the conduct of the great Indiana glass manufacturer Dewey, in importing cheap Belgians to take the place of his American workmen. He was also informed that he had been allowed to import his machinery free of duty.

Mr. Harrison said that since the previous mention of this matter in the senate he had communicated with Deputy who deplored the statements of the witness quoted by Vance.

Mr. Voorhees was surprised to hear that Dewey's machinery had been imported free of duty. He never heard of it before and he did not believe it was true. As to the importation of foreign workmen to supplant Americans, that was also news to him; and, having some knowledge of the New Albany works and the people employed there, he doubted that statement also.

A lengthy debate ensued on the labor question. Mr. Williams said that Mr. Dawes assumed that there was no other labor in this country but manufacturing labor, and that the manufacturing laborer ought to receive \$2 a day while the farm laborer gets only 75 cents, and that the farm laborer ought to be taxed for the benefit of the other.

Mr. Dawes denied this and said if factories closed and operatives were turned out upon the farms, it would reduce the compensation of farm laborers 50 per cent. at one blow. The factories, by furnishing a market for the farmer, enhanced the value of his labor and his land.

Mr. Williams, Why, Mr. President, that's all nonsense [laughter]. There are not more than 5 per cent. of our people employed in manufactures. Pennsylvania, Mr. Williams said, not only raised enough farm products to supply her manufacturers but she shipped some to Europe, and he could select two counties in Illinois or Kansas that could produce more provisions than all the factory operatives in the country could consume.

Mr. Vance discussed the question of wages paid factory operatives in Europe and America, respectively, and argued that the tariff far more than covered the difference.

Mr. Dawes, replying to Vance, asked why no Lowell or Lawrence or Holyoke grew up around that great water power of Roanoke river, and answered the question himself by saying: There was no reason except that the people preferred to tap trees and make turpentine and buy what they required of foreign producers rather than produce for themselves.

Mr. Morgan, replying to Dawes' remarks about the factory operatives of the South to engage in manufactures, said: The capitalists of the North were able to control laborers by the compulsion arising out of their necessities. The capitalists of the South controlled laborers who were held in bondage by law but the laborers of the South were not adapted to manufactures, so the capitalists of that region employed them in agriculture. If those laborers had been equal in talent and capacity to those controlled by Northern capital the South would long ago have outstripped the North in manufactures.

Mr. Maxey suggested that another reason was the paucity of capital and labor in the South and West and its abundance in the Eastern States.

Mr. Morgan accepted the suggestion and said the pioneers of the South and West had done more to develop and beautify their country than any other people on earth had ever done in the same length of time. In connection with the tariff question he sent up and had read by the secretary a statement of a Connecticut farmer (Grosvont) before the tariff commission, which will be an argument against high tariff.

When the secretary had read for some time, Mr. Morrill suggested that Morgan had better let the remainder be printed in the record without being read. Mr. Morgan preferred to have it read. It was a production of great ability. He would be proud if he could make as able a speech upon the subject.

Mr. Williams—as a farmer myself I insist on the reading, [laughter] because its mighty fine reading. My own sentiments are better expressed than I could express them.

The reading proceeded.

At the conclusion, Mr. Williams again expressed his hearty approval of the views of this, the only farmer, examined by the tariff commission, and said if it were proper in the senate of the United States, he would propose three cheers for the farmer from Connecticut. [Renewed laughter.]

Mr. Hawley spoke on behalf of Connecticut, her free schools, protection principles and Goodwin farmers, and the discussion closed.

Mr. Harrison offered an amendment

fixing the duty on rough plate glass at the same rate as in the present tariff. Adopted.

Mr. Hoar resigning the reagency of the Smithsonian Institute, Mr. Edmunds was appointed.

The senate then adjourned.

House.

WASHINGTON, Jan. 19.—In the house Mr. Moore, of Iowa, introduced a joint resolution proposing a constitutional amendment granting congress the power to provide by appropriate legislation for the legal enforcement of the obligation of contracts entered into by any state of the Union. Referred to the judiciary committee.

A resolution directing the military committee to investigate charges of mismanagement of the Hampton Soldiers' home was adopted.

Mr. Bingham, of Pennsylvania, chairman of the committee on postoffices and postroads, reported back a bill providing that whenever it shall become necessary to increase the speed at which the mail is carried on any post route, the service shall be advertised for the exact time required. Sent to the house calendar.

Also a post route bill, which was passed. Mr. Hiseock endeavored to dispense with the private business for to-day, but failed to secure the necessary two-thirds vote, and the house went into committee of the whole, Mr. Rich, of Michigan, in the chair, on the private calendar.

At 2 o'clock the committee rose and the house passed two private bills. A war claim bill then gave rise to some debate, and the yeas and nays were ordered on its passage, pending which on motion of Mr. Robeson the house at 3 o'clock adjourned, and a Republican caucus was held immediately.

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CAPITAL NOTES.

TO TRY TO REVIVE THE GREENBACK PARTY.

WASHINGTON, Jan. 19.—The greenback members of congress held a conference this evening. A committee consisting of Rice of Missouri, Brumm of Pennsylvania, Jones of Texas, and Ladd of Maine, were appointed to prepare an address, and report to future meeting. All agreed that the principles and organization of the party should be preserved, as all signs point to a financial panic in the near future, when the principles they advocate will be understood and appreciated by the people. This and the nationality of their party as compared with the sectional prejudices governing the old parties, will constitute the leading features of the address.

TO REGULATE THE POLICE. The citizens' committee held a conference with the district attorney to-day for the purpose of bringing before the grand jury a statement of Miss Ellis, who was robbed of valuable jewelry, and was told by the detective that if she would furnish a certain amount of money, she could recover her property. Miss Ellis' statement implicates Detective Acton and Coombs and District Commissioner Morgan. Morgan at the time was chief of police. The case of the quartermaster who was robbed at the railroad depot of \$1,700 and recovered it within an hour by paying \$100 each to two detectives, has also been laid before the citizens' committee. The quartermaster was so rejoiced on getting back his money he gave the detectives \$100 additional. Commissioner Morgan characterized the story of Miss Ellis as malicious.

THE YANKTON DEBT. Mr. Harrison reported to the senate from the committee on territories a bill to authorize the county of Yankton, Dakota, to fund its repudiated railroad indebtedness in new bonds. This is preliminary to asking the admission of Dakota into the Union as a state.

A REPUBLICAN CAUCUS. A caucus of the Republican members of the house was held immediately after adjournment. Mr. Robeson presided and Mr. Miller, of Pennsylvania, was secretary. Speaker Keifer offered a resolution which in effect declared that the Republicans of the house would proceed to consider the tariff bill on Tuesday next, immediately after the naval appropriation bill shall be disposed of, and it shall have preference over all other legislation except appropriation bills, until brought to vote. The resolution was adopted after brief speeches from Kelley, of Pennsylvania; McKinley, of Ohio, and Haskell, of Kansas, who submitted the bill, its provisions and probable effect. Mr. Kasson spoke, but not so much on the merits of the bill as to urge a full and constant attendance of Republican members during the debate. It was agreed that there shall be four hours general debate on the bill, two hours to a side and that amendments will be debated under the five-minute rule. While there was perfect harmony in the caucus and a generally expressed desire to pass the bill, and so effect the revision of the tariff, several members expressed their intention to send it, and there was an evident disposition to have it understood that there would be demands for a modification from Republicans when the bill gets under way. The estimates given in explanation of the effect of the bill put the total reduction of revenues from custom receipts at \$25,000,000, the reduction on sugar alone at \$12,000,000, and the reduction on wool at \$2,000,000. The estimates of specific reduction are put at an average of 12 per cent. There was nothing in the senate bill or any other than that reported from the ways and means committee, which will be laid before the house in printed form on Monday, with three columns of figures opposite each item in the schedules, to show the present rate of duty, the rate recommended by the tariff commissioner and the rate proposed by the bill. It is expected that the naval appropriation bill will occupy Saturday and Monday. There were present at the caucus between 130 and 140 members, and it was remarked as being the most effective meeting of the kind ever held by the party.

CLOSING THE NAVY YARDS. Inquiry as to the probability of the closing of any of the navy yards leads to the certain conclusion that on the 31st of March all the navy yards will be closed except those at New York, Norfolk, Washington and Mare Island, owing to deficiency in appropriations.

THE YELLOWSTONE PARK PROJECT. The secretary of the interior has sent to the senate copies of the correspondence and other papers relating to the agreement to the lease of Rufus Hatch and two others, with the exclusive privilege of the lands embracing three principal objects of interest in the Yellowstone National park.

NEWS NOTES. The contract for two mail elevators for the new government building, St. Louis, have been awarded to W. E. Hale & Co., Chicago, at their bid of \$3,500, and the contract for sheet copper on the court house at Park, Scott & Co., of Pittsburg.

The board of supervising inspectors of steam vessels met again to-day. Upon motion of Mr. Fehrenbach, the application of Pittsburgh pilots for alteration of signal in the hearing of which occupied the time of the board yesterday, was referred to the committee on pilot rules for western rivers, and will receive attention as soon as all the members arrive.

RAILROAD NOTES.

More About the Passenger Rates.

Yesterday the Globe gave some of the points determined and agreed upon by the passenger representatives of various railroad lines. As there is a good deal of interest in this matter some further statements are published. All these conclusions have been approved by the general managers and higher officers of the various roads, so that they constitute a code of laws for the government of the various roads. The following are the additional points:

Second—On "iron clad" round trip land tickets the provision between Chicago, Englewood, Washington Heights and Blue Island and St. Paul and Minneapolis shall be \$18.40; between Milwaukee and St. Paul and Minneapolis \$14.40; and these rates shall be used only as basing rates for regular land points, as specified on Chicago and Milwaukee joint rate sheets.

Third—On business from the south and southeast to St. Paul or Minneapolis and beyond, and vice versa, where the through rate is not made via Chicago, the lines between Chicago and St. Paul and Minneapolis may accept a proper pro rata proportion of the through rates made via the other route.

Fourth—No reduction shall be made from current passenger rates for laborers. It is further agreed that any commercial mileage, or single round trip commercial tickets issued by the Chicago & Northwestern; Chicago, Milwaukee & St. Paul; Chicago, Rock Island & Pacific; Chicago, St. Paul, Minneapolis & Omaha, or Minneapolis & St. Louis railway companies sold after October 1, 1882, and found in the hands of ticket brokers or any unauthorized persons to whom the same have been transferred illegitimately, they shall be redeemed by the company issuing the same at double the value at which it has been agreed they should be sold, and if any similar tickets issued or sold prior to Oct. 1, 1882, are so found, they shall be redeemed by the company issuing the same at \$25 each.

Ninth—No passes or tickets of any kind shall be given free or furnished at any price so as to cut or reduce passenger rates between the points covered by this agreement, except as may be provided for in the theatrical agreement.

Tenth—No "side cut" stipend or gratuity, other than the agreed per capita ticket commissions, shall be given or paid to any ticket agent or ticket clerk or to any other person for the benefit of any ticket agent or ticket clerk.

Eleventh—No tickets or ticket orders shall be issued and placed in the hands of any agents of any other railroad or transportation company, or other persons, east of Chicago, at St. Paul, Minneapolis or north, northwest or northeast of St. Paul or Minneapolis.

Twelfth—No excursion or round trip tickets shall be issued or accepted from other lines by any of the lines parties to this agreement reading by one route going and another route returning, but such tickets shall be issued both going and returning by one route only.

Thirteenth—No line shall pay for transferring unticketed passengers from hotel or residence to depot.

Fourteenth—No time limit shall, except for legitimate reasons, be extended to any class of tickets; and second or third class tickets shall not be made good for first class accommodations in sleeping or chair cars, whether the tickets are issued by the parties to this agreement, or by other roads.

Fifteenth—No stop over privileges shall be given on one way limited tickets of any class.

Sixteenth—The maximum per capita ticket commission shall be as follows, to commence Jan. 1, 1883: between Chicago or Milwaukee and St. Paul or Minneapolis:

First class \$2.00
Second or emigrant 3.00
Third class 4.00

Seventeenth—It is understood and agreed that any changes or additions to be made hereafter in the details of this agreement, so that no misunderstanding may arise, shall be agreed upon by the parties interested, and shall be approved by the general managers.

Eighteenth—A violation of this agreement shall subject the offending party to the penalty of paying the sum of \$500 for each offense, to the remaining roads parties hereto, in equal proportions, and all questions regarding the violations of this agreement shall be submitted to the general passenger agents of the lines parties hereto, the majority of whom shall impose the penalty, if in their judgment they deem it necessary, after fully investigating all the facts of the case. In case there should be a tie vote on the question of a violation of this agreement, it is agreed that the matter shall be submitted to and decided by some other general passenger agent, who shall be a disinterested party, the same to be selected by a majority vote of the general passenger agents of the lines parties hereto.

A Terrible Storm. The railroads in the Northwest and in Nebraska, Kansas and Iowa, are experiencing the effects of a storm that appears to be more widespread than any that has been known in this region since the building of railroads in this latitude was commenced.

This storm seems to have come out of the frozen North in the British territory. Its approach was preceded by a cold streak that continued to increase in intensity till the solid storm itself made its appearance. It seems to have followed along down the Rocky mountains into the Yellowstone valley, and from that point it swept the whole length of the Northern Pacific road. While a part of the storm swept over this road to the lakes another part seems to have torn through Wyoming territory east of the Rocky mountains down through Nebraska and Kansas, and thence through southern Dakota, Iowa, and Minnesota. It started about Wednesday, and struck the Yellowstone on Thursday, and has been making its way east and southeast at a rapid pace. We had intimation of the approaching blizzard from the fact that the public employees of the Chicago and North Western, on that day, showed \$7 below with a corresponding cold belt all the way up to Winnipeg and all throughout the extreme Northwest. On Thursday the trains on all the roads got in on time and no serious detention occurred though the cold was reported in the Northwest to be very severe indeed. Yesterday, however, the storm made itself felt on the Northern Pacific, the St. Paul & Manitoba, and the Omaha or western branch of the Chicago, St. Paul & Northern Pacific, the I. & M. division of the Chicago, Milwaukee & St. Paul, the Hastings & Dakota, on all of which travel was suspended. The mercury indicated intense cold all day Friday. Starting at Brainerd on the Northern Pacific road and going west we have 10 degrees below zero; at Valley City, 24 below; Bismarck, 32 below; Mandan, 32 below; Dickinson, 40 below. This was the lowest point. Going west from Dickinson the mercury at Glendive, in Montana territory, marked 35 below, at Forsyth, 29 below, Miles City, 35 below, and at Billings, 28 below. The intensity of the storm moderated almost one-half from Dickinson west to Billings. At Denver the mer-

cury was 13 below, at Georgetown, Col., 26 below, at Yankton, D. T., 22 below. Reports along the St. Paul & Manitoba road showed that the cold was equally as great there. At St. Cloud the mercury in the afternoon marked 25 below, with a good deal of wind and snow while the fury of the storm was increasing. At Willmar the storm was increasing, with the thermometer at 25 below. The snow was also drifting badly. North from Willmar the mercury showed from 37 to 40 below, accompanied with howling wind and heavy snow. At 2 o'clock yesterday afternoon the worst storm ever known occurred at Crookston. The mercury marked 40 below and there was no indication of any abatement. All around where this storm reaches the evidence of intense cold was plainly observable.

On the Chicago, Milwaukee & St. Paul road the eastern trains were on time. On the Iowa & Minnesota division the trains that were to have left at 4:30 and 7:40 yesterday afternoon were wholly abandoned, and it was not known when they would move.

On the Hastings & Dakota road there is a general cessation of traffic. The train that left St. Paul yesterday morning for far as Glencoe, where it was abandoned.

The Minneapolis & St. Louis road was open up to last night, but the Burlington, Cedar Rapids & Northern was closed up by the storm, and the result was that the Albert Lea route was closed up against travel. All the passengers by that route were sent East last night over the "Royal route."

The Sioux City or Western branch of the Chicago, St. Paul & Omaha road was wholly closed against travel. The fierce storm that swept down through Montana, Wyoming and southern Dakota, struck the western end of this road Thursday and closed the road west of St. James. Yesterday it closed that portion of the road east of St. James. The Kansas City train that left St. Paul Thursday succeeded in getting through, but it was a tight squeeze. The train due at St. Paul at noon yesterday was abandoned at Lemars. There were no trains yesterday between St. Paul and Sioux City. It was the intention to send a train out yesterday afternoon to Mankato, but the storm was so serious that the attempt was abandoned as wholly impracticable. All trains on the Chicago, St. Paul & Omaha and from the East were on time.

The Northern Pacific road suffered a good deal yesterday, but as it has a good snow banking service, the interruption to travel is not likely to last long. The train that should have reached St. Paul at 7:40 yesterday morning was stopped at Fargo to give the snow plows a chance to work the road clear, and there is no doubt the trains will be running again to-day all right. At 8:15 last night they made up a train and started out from St. Paul the Pacific express, and expected to get through on time.

The St. Paul & Manitoba road was in the same fix that the Northern Pacific was yesterday, and trains were stopped with the expectation that they would be restored to-day.

The St. Paul & Duluth road was undisturbed.

Freight Agent Promoted. New York, Jan. 19.—E. Hawley, general agent of the California Fast Freight line, Iowa pool, has tendered his resignation, to take effect Feb. 15, to accept the general freight and passenger agency of the Galveston, Harrisburg & San Antonio and Southern Pacific railroads.

Boston, Hoosac Tunnel & Western. Boston, Jan. 19.—It is stated that the negotiations between the Boston, Hoosac Tunnel & Western railroad and the West Shore line for the purchase of the road of the former owing to the difficulties which the way of the proposed transfer. It is also said that English parties stand ready to complete the Boston, Hoosac Tunnel & Western line through from the Hoosac tunnel to Buffalo alongside the New York Central and West Shore roads.

A COMMON-SENSE SUNDAY. Men Not to be Made Good by Law—Sermon by the Rev. George W. Gallagher. [N. Y. Herald, Jan. 15.]

At the Fourth Unitarian church, One Hundred and Twenty-eighth street, the Rev. George W. Gallagher took for his subject, "A Common Sense Sunday." His text was taken from Matthew, xii. 12: "Wherefore is it lawful to do well on the Sabbath days." He opened his discourse by stating that the recent attempt to enforce the old Sunday laws, so long obsolete, suggests the need of a more common-sense Sunday than these laws give us. Before entering upon the subject he was advocating the minister sketched briefly the history of Sunday observance. The early Christians, said he, took the name Sunday, the first day of the week, from the Roman calendar, which contained the dies solis, or day of the sun. At first the Christians called it the "Lord's Day," to commemorate the resurrection of Christ, but as the Gentile influence became more dominant it gradually assumed the name of Sunday, and the Christians gave it, as they did many of the pagan sacred days and feasts, a new interpretation, and made it signify the "Sun of Righteousness," arising in the person of Jesus, taking Malachi, ii. 2, as scriptural basis for their authority. The day, however, was never regarded by the early Christians as a divine day in the same sense that the Jewish Sabbath was. It was spoken of by the early writers as a day of joy and cheerfulness. It was even considered as a feast day, and the Christians were forbidden to fast on that day. From the apostles' time it has been the custom of the Christians to worship on Sunday. The first official recognition of the day was in the year 321 A. D., in the famous edict of Constantine, in which he recommended that "the venerable Sunday," the ancient dies solis of the Romans, should be kept as a sacred day. A statute was passed in 1878 which may be regarded as the foundation of all the present laws on the subject in England and the United States. This statute enacted entire suspension of all kinds of business done on the ordinary days of the week except works of necessity and charity. Prior to this law the Christians held a less rigorous view of Sunday. The Puritan conception of Sunday remains with us still, but a more common-sense view is leading us to return to the historical Sunday, and to regard it as a day of rest, worship and enjoyment. All attempts to make a humanitarian religious by the hour of the day through legal enactments will only result in hypocrisy, disgust, organized opposition and the ultimate rejection of the public moral restraint of genuine religious principles. Nature asks no privileges from legislatures, and religion is as natural as air and water; its life depends on the native love of man's heart for the good and beautiful. The spirit of man is free and demands a free exercise of its powers. Sunday should be the most joyous day of the week; the churches should be kept open for those who engage in religious services; those who are unable to attend should be allowed to breathe the fresh air by the roadside or in the public parks. There should be thrown open a free charge on Sundays for the benefit of the masses who could not afford to pay during the week.

Another Swan's Worm Syrup. Infants, restlessness, irritability, nervousness, loss of appetite, worms, constipation.

CLOTHING. Eagan the Clothier, SELLING OUT.

I have still \$40,000 worth of Men's, Boys' and Children's Clothing, regular sizes, which must be closed out before the 1st of March. I am bound to turn my stock into money, and in order to do so will offer the following inducements, commencing Saturday, January 20.

75 Heavy Weight Suits, newest patterns, for Men's, Boys' and Children's wear, AT 15 PER CENT. DISCOUNT.

550 Overcoats, latest style, some of them are of the finest imported goods, any size, from 2 years to 48 breast. At a Discount of 18 Per Cent.

1,000 Pair of Pants at 20 PER CENT. DISCOUNT.

Remember, in this sale there can be no deception, as the regular prices marked in plain figures will remain on the goods. It will give us pleasure to show the goods, whether you wish to buy or not.

N. B.—Mothers, avail yourselves of this splendid opportunity to clothe your boys at very low prices. Eagan the Big Clothier, 67 East Third Street, St. Paul.

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

We have the control of this market of the unrivaled O. F. O., the Home and Crystal Springs Whiskies and are also handling 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.

BUSINESS COLLEGES. Curtis Business College

Cor. Third and Wabashaw Sts. 451-3-5, Nicollet Avenue, ST. PAUL, MINNEAPOLIS.

"This institution has established a reputation for thoroughness and fairness which make it the Leading Commercial School on the West."

WRITE TO C. C. Curtis FOR CATALOGUE. 305-324

STANDARD SCALES. FAIRBANKS' ECLIPSE

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