Daily Globe.

VOL. VI. ST. PAUL, MONDAY MORNING, MAY 21, 1883. NO. 141

GRAND ATTRACTION! FIRST APPEARANCE IN ST. PAUL OF THE YOUNG RUSSIAN ARTISTE,

M'lle MISKA, as Leonie, The Crown Child!

OPERA HOUSE, MONDAY & TUESDAY NIGHT, MAY 21 & 22.

SEATS NOW ON SALE AT THE BOX OFFICE.

WASHINGTON.

GRESHAM REGULATING THE STAR ROUTE CONTRACTS.

The Coming Meeting of the Colored Men and Brethren—What Shall be done With the Old Garfield Church?—Fraudulent Land Entries in Colorado.

[Special Telegram to the Globe.]

WASHINGTON, May 20.—Postmaster General Gresham has issued new regulations in regard to sub-contracts on star routes. These regulations will take the place of those in force since 1879. The new regulations provide that contractors must in all cases secure the permission of the postmaster general before making a sub-contract on any route. The application to sub-let must be made separately for each route, specifying the number and terminal points thereof. A sub-contract must be executed for service upon the whole route and for a period not less than one year, or for the balance of the contract term, when less than one year, and it must be filed by the contractor in the office of the second assistant postmaster general within thirty days after the time when service is to begin under it. It must be executed in the form prescribed by the postmaster general, and must specify the rate to be paid per annum under it in case the service shall be changed, must stipulate that the sub-contractor shall assume liability for fines and deductions, and that he shall receive pro rata of the one month's extra pay allowed the contractors for curtailment, reduction or discontinuance of service. The sub-contractor must be a resident of a locality upon or contiguous to the route. The evidence of payment of a sub-contractor by a contractor must be the receipt of the sub-contractor, attested by a postmaster at a terminus of the route sub-let on a form prescribed by the second assistant postmaster general. Should it become necessary to file a copy of a sub-contract such copy must be certified to be a true copy of the original by a postmaster at one of the termini of the route thereon sub-let. No sub-contract can be recognized unless made with the original contractor.

A LIVELY TIME EXPECTED.

Indications point to lively times in the coming convention of colored men called to meet in this city to consider the political situation as it bears upon the colored race. The delegates will undoubtedly get into a clash in considering a proposition that the time has come for the colored voter to act independent of old associations. Geo. Arnold, of Virginia, says that he participated in the debate at Timm's hall the other night, but was not in sympathy with the object of the meeting. The objections to the meeting he looked upon as being simply a firebrand that would do the colored men more harm than good. Milton H. Holland, a member of the call committee, says: "We intend to stick by the call, we will not back down now. We propose to hold this convention despite what these gentlemen say or do. They intimate that the administration is back of them, but we don't care who is back of them. I am willing to compare our committee with theirs, and I don't think we will suffer any by comparison. I do not believe there are three men in our committee who are not property owners, tax payers and men who have held positions of honor."

THE GARFIELD CHURCH.

The question regarding the little frame building which achieved fame lately as the place where President Garfield attended church, and through the window of which Guiteau intended to shoot, is whether it should be torn down or removed to do service as a place of worship in another location. The Vermont avenue Christian society having got their Garfield Memorial church built by donations, have no use for the original building, and have sold it to the Plymouth Congregational society. The property owners in the vicinity of where it was proposed to move it have protested. The original permit for the removal of the building from its Vermont avenue lot to a lot on Fourteenth street, in the rear, called for its destruction as soon as the new church was finished. The matter is before the commissioners.

FRAUDULENT LAND ENTRIES.

On March last, Secretary Teller directed the commissioner of the general land office to investigate certain alleged fraudulent pre-emption cash entries of land in the Denver district of Colorado, and H. C. St. John was detailed to perform the service. From his report it appears that a careful examination of the lands fails to disclose any evidence of improvement or residence, and that the pre-emptors immediately after entry, conveyed their lands to Gideon Taylor, reputed to be a wealthy cattle owner, and dealer. The lands embraced in the specified entries are not suitable as a whole for farming purposes, but are chiefly valuable for grazing purposes, the ownership of which controls a large area of public lands in that locality now inclosed with a post and barbed wire fence. The commissioner of the general land office in transmitting the report to the secretary says: "It seems to be evident from the report and other papers that all of said entries were fraudulent and illegal, and made for speculative purposes." The secretary, concurring in the views of the commissioner, has transmitted copies of the papers in the case to Attorney General Brewster, recommending that criminal proceedings be instituted against the pre-emptors and suits to vacate the patents for lands issued them, for, in his judgment such proceedings and suits can be maintained. These entries are said to be the ones referred to by Senator Hill, in his letter of April 30, addressed to Secretary Teller. It would, therefore, appear that the matter was being investigated when Senator Hill wrote his letter.

THE COLOR LINE.

The Virginia Episcopal Council Committee, Composed of White and Black Ministers, Report Against Colored Bishops—Interesting Opinion on Race Relationship.

RICHMOND, Va., May 19.—In the Virginia Episcopal council to-day, a committee reported on the subject of the bishop's address in relation to the relations of that church to the colored people of the United States, as follows:

We believe that the true, the only solution to our church's relation to the colored race is to be found in giving them the right, and encouraging them to exercise the right to the separate organization they have asked, and it is natural that they should request separate congregational organization. The race difficulty, in a local point of view, is a real one. The colored people recognize it as clearly as the white, and are prepared to act accordingly. A white pastor to a colored congregation is not and cannot be such a pastor as the congregation demands, and really needs. He may visit the homes of the people, he may go in and out of their families, but there is no free, unrestrained recognition of their families by the barrier between his family and the families of the congregation, which render that intercourse unreal. It is by no means a mutual recognition. Our white congregations have no intention of asking colored men to be their rectors. It is not a spirit of resentment, but a desire for more than a semblance of church relationship. That the colored people will ask that their pastor shall be of their own race, what is true of their own congregations, in its principle, is true of the larger congregation. The intercourse between the white and colored ministers and laymen in councils and convention, is not, while they are so few in number and their churches so feeble as not to have a lay representation—it very surely will not be as real as it out to be. There is cordial welcome to every colored man who enters our council, but all of us know that, under the present condition of things our colored brethren, though they have every right upon this floor, we do not feel that they have the same measure of influence which we would all desire for them. However much this or any other diocese might need a bishop, and however gratified, intellectually and religiously the colored men might be, whom we could find, we know we would never make a choice of a colored bishop to go in and out amongst our families and congregations. We prefer white men for the same reason that the other race would take the colored man, rather than an Indian. We submit that, in order to have this work thoroughly done, there must be a thorough organization and such organization as will not make this body of our population feel that they are merely patronized. We trust the council will agree with us, that our deputies to the general convention will use their best efforts to have colored people encouraged to prepare for an organization which will be their own, subject of course to the general convention, but independent and separate and under the fostering care of the general church, to design and execute for themselves such plans as should conduce to their moral and spiritual well being.

The report is signed by the three colored ministers on the committee, the committee stating that especial regard was had to the carrying out of the views of the colored members.

CROOK HEARD FROM.

In the Sierra Madras Looking for the Apaches—A Protest Against His Operations.

TOMBSTONE, A. T., May 19.—The following information is direct from the headquarters of the army of operations against the Indians dated Aposnar, Sonora, May 13: On Tuesday evening last a courier arrived from Bavispe with a communication from Lieut. Parros stating that Crook had reached there the 5th with 200 Apache soldiers and one hundred American and Mexican troops. Crook obtained guides from the military commander of the town to conduct his force to where Garcia had his late fight. Next day he departed to Sierra Madras via Guacheria. The command was accompanied by forty pack mules laden with provisions to last a long period. The main body of Crook's force numbering 500 camped at Alamohuers, twenty leagues with Janos. It is stated that had Lieut. Parros consulted with Heady before giving Crook a guide, none would have been furnished, on the ground that Crook's entry was a violation of the treaty. Crook made all his preparations deliberately, and had the sympathy of the Mexican population. By return courier Col. Bandota, now commanding, wrote Crook remonstrating in corteous, decided language, that his action was an infraction of the treaty. Neither Bandota or Garcia, lately in command have received instructions as to what Crook, by consent of the government is permitted to do. Bandota he says, will oblige all American military forces to adhere to articles of the treaty. When Bandota received news of Crook's arrival at Bavospe, he took immediate steps to guard against the Indians making another raid if driven out of the mountains by Crook. Many familiar with the Apaches state Crook will not be able to find the Indians. If they learn of his approach they will scatter into small bands, and hide in impenetrable fastnesses. Others confidently state that Crook will not be able to bring them to a fight because the Indians exhausted nearly all their ammunition in Garcia's fight.

Kate Kane, Milwaukee's female lawyer, imprisoned for thirty days for contempt of court, was released yesterday.

WIND AND FLOOD.

FURTHER DETAILS OF THE CYCLONE IN MISSOURI AND ILLINOIS.

The List of Casualties Increasing—Dead wood Visited by a Destructive Flood—Damage Estimated at $700,000—Fires and Railroad Accidents.

ST. LOUIS, Mo., May 20.—Additional details gathered from various sources show the tornado last Friday night plowed its way through three counties in Missouri, —Montgomery, Warren and St. Charles—and besides destroying a large amount of property, killed and wounded over twenty persons. The largest amount of destruction seems to have been wrought in St. Charles county, where the storm swept along south of the Wabash railroad, leveling to the ground nearly everything in its path, and leaving nothing but devestation and ruin in its track. The principal losses in addition to those reported last night are the farm houses of Joseph Post, Wm. Henis, George Jenkins, Jessie Johnson, E. T. Wolff, C. C. Allen, W. Water, O. P. Abbington and Henry Mercer. Douglass Luckett, his wife and two daughters were severely injured. At the house of John Jenkins, which was ruined and part of it carried away, Mr. Jenkins was killed, two sons seriously injured, two daughters badly injured, and John Lowry a good deal bruised. In the neighborhood of Flaristee, St. Charles county, and thence into Warren county for about fifteen miles, the line of the storm is traced by the following wrecks: James Brooks', house and outbuildings destroyed; Thomas Mills, ditto; M. J. Young, house unroofed and badly wrecked; John Glassford, residence torn to pieces, and John Glassford and Mrs. Glassford slightly injured; N. S. Pringle, dwelling unroofed and outhouse destroyed; Wm. Spiers, residence and all outbuildings blown away and Spiers and Ira Sherman severely hurt, Mrs. N. P. Parson, thrown down; George P. Strong, dwelling and outhouses and a large peach orchard destroyed; Mrs. Strong seriously, and Miss Strong slightly hurt; Joseph Burlingame, all buildings carried away; John Meir, everything gone, and one of his children injured; S. Oney and R. Johnson, houses down; John Panhart, house gone; P. Johnson, all buildings down and self and wife wounded; D. Brick, home demolished; C. C. Allen, all his buildings and machinery destroyed and stock killed; David Coleman, elegant residence and outbuildings swept away. Besides these, more than a score of buildings were unroofed or otherwise damaged and no end of fence and other property destroyed. On Dog prairie near Richland station on the Keokuk railroad the splendid country residence, fine barns and granaries of Elisha McTee and Leo Hayden were almost utterly destroyed entailing a loss of at least $20,000 to each gentleman. Mr. McTee was injured. The dwelling and outhouses of Conrad Short near Richland and two houses belonging to Mrs. Isenbrand on Allen prairie were carried away, and fences torn down. On Loutre island in the Missouri river near Herman, a number of miles southwest of any of the above named places the storm totally destroyed the dwellings and outhouses of Wm. Maxey, Mr. Wm. Kelmeyer, Wm. Hatwick, J. C. Whitesides and Henry Van Willick. No estimate has yet been made of the damage, but it is very bad, and will no doubt run up into the hundred thousands. Several persons in describing the storm say the whirling funnel-shaped cloud looked like an immense column of mist, and emitted myriads of electric sparks which presented a very beautiful appearance.

Over in Illinois the storm raged in about the same manner it did in Missouri. Luckily there is on this side of the Mississippi river it struck no town of much size, but spent its force upon farm honses, country residences, growing crops, forests, etc. In the vicinity of Edwards, Ill., on the Indianapolis & St. Louis railroad, the residences of Geo. W. Kinder, Isaac Davis and M. K. Barnett, were utterly wrecked. At the latter house, Mr. Barnett's daughter, Mrs. Frank Maxey, of Upper Alton, who was visiting her parents, was instantly killed, and all other members of the family more or less injured. A well on the place containing twenty feet of water, was sucked perfectly dry. Wolf's store, at Hammel, a few miles from Edwardsville, was blown to pieces and four persons killed, but their have not yet been reported.

At Woodsboro a brick school house, church, and three residences were blown down and James Charr and wife seriously injured. The loss at and near Staunton, previously reported, is estimated at $30,000, and in the vicinity of Edwardsville $35,000. In DeWitt county nine houses were destroyed near Kenny, and several others in Texas township and three persons, named Clifton, killed and nearly a dozen badly injured. The house of a man named McPherson containing six persons, was lifted into the air, carried 100 feet and set down again and nobody received a scratch.

DESTRUCTIVE STORM AT DEADWOOD.

DEADWOOD, D. T., May 20.—A storm began here yesterday morning with the highest water ever known. Whitewood stream runs through the heart of the city. A channel was cut 100 yards wide and everything went before the flood. All the town up the gulch is badly damaged. Pennington is entirely gone, the valley flooded and half of Spearfish washed away. Crook City is nearly all gone. The water is now falling, though there is much snow in the mountains yet. George Chandler and wife and two unknown men are known to be drowned. Loss roughly estimated at $600,000. Rope and basket communication is established between the two parts of the city.

BISMARCK, D. T., May 20.—The *Tribune's* special gives additional facts as to the flood at Deadwood. A heavy snow and flood was reported some days ago in a dispatch from Stevenson. At Deadwood additional rain had fallen almost every day for a month, making the roads impassable and saturating the ground thoroughly with water. This was followed by a heavy fall of snow, which disappeared rapidly under a heavy warm rain Friday night and Saturday. The gulches or valleys in the hills are from a few hundred feet to probably a quarter mile wide, generally. Deadwood is at the junction of Whitewood and Deadwood gulches. Numerous gulches in this case emptied their accumulations of water from the mountains into these two main gulches, and gave a volume of water that rushed down the Whitewood in resistless force. Central City, Anchor City and Golden Gate are on the Deadwood above. The greater portion of Central would be above the flood, but as for Anchor and Golden Gate, there was no escape. The gulch is not over 600 feet wide. Deadwood is a town of 5,000 people, the main residence portion of the city, 100 to 300 feet above the gulch, and the main business portion above the danger line. The portion destroyed was occupied by cheap tenant houses, third class hotels, laundries, small traders, sporting houses, livery stables, etc. Some of the buildings were built over the stream, which, at its ordinary stage, is but a few feet wide. Its locality was avoided, however, by the shrewder interests for the danger was recognized. In this case timely warning was given by means of the telephone system existing in the hills and the most valuable articles were removed. So far but three bodies have been recovered, but it is now believed that the loss of life has been great.

The loss in Deadwood will reach $700,000. Golden Gate, Anchor City, Central City, South Bend and Crook City are heavy losers. Several of the mills in Deadwood Gulch were destroyed, and the damage to the mines by floods cannot be replaced for several weeks. All roads are impassable.

FIRES.

NASHUA, N. H., May 19.—The whole square of wooden buildings between Chestnut and Walnut streets burned. Loss $30,000; insurance $12,000.

WOODSVILLE, N. H., May 19.—The steam saw mill and 2,000,000 feet of lumber belonging to A. T. & E. Baldwin, also the depot, water house, 500 cords of wood, property of the Montpelier & Wells River railroad, with two cars, burned. Woodland fires are raging at Twine Mountain, Jefferson, Warren, Summit, and much damage is anticipated. A thousand acres have already burned over. A large force of men is fighting the flames. The losses on standing and cut timber are large.

JERSEY CITY, May 19.—The cabinet, upholstering and paint shop of the Pennsylvania Railroad company, contained in one building 400 by 175 feet, burned to-night. The shops contained three Pullman coaches, one of which was saved, badly scorched, eighteen passenger coaches, Eastlake design, three locomotives, six tenders, and a vast quantity of paints, cushions, plush and other car fittings. The watchmen got freight engine 449 out, but were unable to save engine 53, a good, large locomotive owned by the New York, West Shore & Buffalo railroad company. Loss estimated on building, $80,000; two Pullman coaches, $52,000; two locomotives, $24,000; eighteen passenger coaches, $144,000; six tenders, $12,000. Total, $312,000. To the above must be added the material and fittings, the value of which will fall not far short of $100,000, making a total of $412,000. The company has a large reserve for meeting fire losses. Nearly 500 men are thrown out of work. The company will rebuild at once.

THROUGH A BRIDGE.

LAWRENCE, Ks., May 19.—While a freight train on the K. C. L. & S. K. railway was crossing the bridge over Arkansas river at Oxford, Ks., this morning, the engine and one car went through the bridge, killing engineer Howard Finley, seriously injuring fireman Kelly, and drowning a car load of horses.

KILLED BY THE CARS.

WINCHESTER, Ky., May 19.—Wm. H. Hester, of Raleigh, N. H., was run over and killed by the engine of a construction train this morning.

RAILWAY COLLISION.

DENVER, Col., May 19.—In a collision between a passenger train and a wild engine near Satida, on the Denver & Rio Grande railway this evening the fireman, Johnny Howard, was killed, and engineer Miles badly hurt. Roth engines and cars were wrecked. None of the passengers were injured.

CRIMES.

A Former Resident of St. Paul Fatally Wounded in a Chicago Saloon Brawl---An Inhuman Father---Cold-Blooded Murder.

A SHOCKING SALOON BRAWL.

CHICAGO, May 20.—Anthony Conly, a saloon keeper, and Robert Bruce, alias Harry Curtis, of no recognized occupation, met in the former's saloon this evening. After drinking together, Curtis shot Conly, the ball, of large calibre, passing entirely through the body. Conly then shot Curtis through both thighs, close to the body. It is thought both men will die. Curtis says Conly and another man held him up some days ago, and robbed him of $1.

AN INHUMAN FATHER.

LAWRENCEBURG, Ind., May 20.—Yesterday morning, Susie Hawkings, the daughter of Charles Hawkings, died from suicide by morphine. The inquest developed the fact that since last October Hawkings has been keeping a mistress in the house along with his wife; had abused and beaten his family often; that Susie left in October and went to Cincinnati and got work, returned sick to Lawrenceburg last Thursday and sought refuge and rest in her father's house; was brutally beaten and driven into the street by him. For this reason she sought death. Citizens last night tarred and feathered him, drove him from town, and ordered his mistress to leave.

COLD BLOODED MURDER.

MEMPHIS, May 20.—A cold blooded murder was perpetrated this afternoon under the following circumstances. Yesterday Michael Haley, keeper of a grocery store corner of Gay and Desoto streets, chastised his son Pat, a youth twenty years old, on complaint of a negro man named Dunlop, sexton of Avery chapel colored church. Just after dinner to day young Haley went to the dwelling of Dunlop, engaged him in a quarrel and finally killed him with a large butcher knife, almost severing his head from his body. The murdered man was seventy-five years old. The murderer escaped.

WAR ON THE CHIPPEWA.

Another Brush Between the Omaha and Wisconsin Central Employes at Chippewa Falls—An Exciting Scene—A Truce Declared.

[Special Telegram to the Globe.]

CHIPPEWA FALLS, Wis., May 20.—There was another slight brush this afternoon between the Omaha and Central people on the railroad crossing at this point, in which your correspondent thinks the Omaha company come out a little ahead. About 4 o'clock Mr. Carroll, one of the Central company's superintendents, gave orders to a posse of men to remove the ditched car on the crossing and put in a new rail. Col. Spooner and President Winter of the Omaha company, who had been on the field of action all day, gave orders to have an engine and flat cars got in readiness. The movement was executed quietly but quickly, and the moment that the Central people commenced removing their wreck, an Omaha engine and flat cars came steaming down the track, and with their large force of men would have laid their track over the crossing. Superintendent Carroll, of the Central, saw the movement of the Omaha people, and was either afraid of shedding more blood or losing a point. He came over to President Winter and Col. Spooner and asked that further hostilities be suspended until a conference could be had with President Colby and General Manager Finney, of the Central road on Monday. President Winter and Col. Spooner consented on the condition that the Central people would remove all obstructions from the crossing which they did at once.

For a half hour before the plan was declared, the scene was the most warlike perhaps ever witnessed in this vicinity. The sheriff, who was on the ground, had telephoned for men and arms from the city, and in less than a half hour fully 5,000 people were on the grounds, men were running in all directions, some with shot guns and others with rifles and revolvers. But before they could reach the gory field, peace had been declared, much to the disgust of many of the boys. It is well, however, that peace was declared, for there is no question but what some one would have been hurt had either the Central or Omaha people clashed. Everything is quiet about the depot at this writing (7:30) and will probably remain so until after the meeting of the general officers of both roads to-morrow.

The Erie Road on Deck.

NEW YORK, May 19.—Commencing on Monday next, the Erie railway will adopt a limited express train with through cars between New York and Cincinnati and St. Louis in both directions. The train will be composed of Pullman sleeping and day coaches, leaving New York at 6 p. m., daily, and arriving in Cincinnati via the New York, Pennsylvania & Ohio railway the next evening at 8:20, and St. Louis via the Ohio & Mississippi railroad at 8:40 a. m. the second day. At Cincinnati direct connections have been arranged for Louisville and New Orleans, and at St. Louis with all the trains to the west and southwest. The "limited" express eastward will leave St. Louis at 7:10 p. m., Cincinnati at 8:10 a. m., with connections from all important points and arrive in New York the following morning at 11:15. The Erie company's recent lease of the New York, Pennsylvania & Ohio railroad enables it to thus extend its through train service between New York and the west, and to afford the public both fast time and through car service.

STILLWATER GLOBULES.

Bridge receipts for the week past amount to $125.50.

The new time table went into effect yesterday on the St. Paul & Duluth road.

Unless the logs come down more freely the boom will be compelled to close today.

Diphtheria seems to have taken a fresh start. A number of new cases are reported.

The government register shows a fall of two inches in Lake St. Croix during the last twenty-four hours.

The Gypsies have moved their camp from the St. Paul hill to the south part of the city, in the vicinity of Auditor Foley's residence.

Chief of Police Shortall, Joseph Becker, accompanied by Walter Lehnicke, and Byron Mosier are on a fishing excursion to Forest lake.

An unfortunate individual, too drunk to navigate, who consequently fell into the hands of one of the blue coats, was the only arrest in the last twenty-four hours.

The uniforms for Company K were expected here on Saturday night, the manufacturers having motified the proper officer of the shipment of the whole outfit on Thursday, the 17th.

John Rudolph, the young man who attempted to kill his brother on Saturday last in the village of St. Joe, has not yet been arrested. The elder Rudolph, while fearing some act of violence at the hands of his outlawed son, greatly deplores the stern necessity of prosecuting the young man. The father although a German, has been in this country a great many years, having served in the army during the war of the rebellion. With evident pride he displayed his corps badge to your correspondent, remarking that he had never disgraced it by any unlawful act.

☞The wonders of modern chemistry are apparent in the beautiful Diamond Dyes. All kinds and colors of Ink can be made from them.

CARRIAGES, WAGONS, ETC.

SPECIAL NOTICE.

We respectfully call the attention of the public to our fine and elegant line of Carriages suitable for Spring and Summer driving in town or country, which we will warrant to be of the best material, thoroughly seasoned. Stock wheels are of the best selected second growth tsock, best round edge steel tire, patent double collar axle, which fully protects the axle arm from sand or grit and prevents the oil from running out. The best of Norway iron, each part forged by hand and fitted smooth to the wood-work. Every job has 12 to 14 coats of paint and varnish for finishing coats trimmed in fine English broadcloth and hand-buffed leather all through in top, making a very handsome, stylish, durable carriage, which we offer at very low prices. Light Curtain Rockaway, $375, with pole and shafts, worth $450; elegant Extension-Top Phætons, $325, worth $400; Extension-Top Nillson Barouche, $225, worth $300; very stylish, pretty three-spring Phætons, $175, $180, $225, worth $200, $225 and $265; two-seat canopy top Beach Wagons, $255, worth $300; Jump-Seat Wagons, $135, $165; fine Top Buggies, $175, $225, worth $225 to $300; 2-seat Surray Wagons, $165, $180, $200. These errriages are first-class in every way and made by first-class makers—Studebaker Bros., Riddle, Smart & Co., Courtland Wagon Company and others.

Special bargains in our 3-spring Phætons with lamps and feaders, trimmed in green cloth, $115, $145, $165. Good Top Buggies $75, $85, $95, $135, $165. Open Buggies, single and 2-seats, $65, $75, $110, $125. Top Grocery and Delivery wagons, platform and 3-spring open, $110 to $165. Buggy Harness, $8 up; light Double Harness, $25 up; Express Harness, $15, $24, $28, $32. Fine Lap Robes, Dusters, Blankets, Sheets, Whips, &c., at very low prices. Liberal discount given to liverymen and the trade.

W. MULLANY,

Corner of Fourth and Minnesota Sts., St. Paul

OFFICIAL.

Proceedings of the Board of Public Works.

Adjourned Meeting.

ST. PAUL, May 2, 1883.

Board met at 2:30 p. m., pursuant to adjournment of April 30th, 1883.

Present: Messrs. Barrett, Hoyt, Peters, Terry and Mr. President.

Absent: Mr. Koch (excused.)

The Engineer having submitted plan and esiimate of cost the Board ordered the following report sent to the Council to-wit:

To the Common Council of the City of St. Paul:

The Board of Public Works have had under consideration the resolution or order of the Common Council, approved August 3d, 1882, relative to the grading of Chesnut street from Pleasant avenue to Fort street, and having investigated the proposed improvement, respectfully report that said improvement is neccessary and proper, that the estimated expense thereof is $2,900, one half of which need not be paid into the City Treasury before the contract is let; that real estate to be assessed therefor can be found benefited to the extent of the damages, costs and expenses necessary to be incurred thereby; that said improvement is not asked for by a petition of a majority of the owners of property to be assessed therefor, but we herewith send a plan or profile of said improvement, and an order for your adoption, if you desire us to make the improvement. Yeas nays 0.

The folloying pay rolls and bills wer5 examined and allowed to-wit:

Pay Roll of Engineer (Street and Sewer Dept.) 22 Employes for month of April 1883, $1,289.16.

Pay Roll of men employed in cleaning and repairing street, 135 men for month of April 1883, $3,175.44.

Pay Roll of men employed in cleaning, sewers, 8 employes for month of April, 1883, $237.32.

Bill of J. P. Gribben of $654.88, lumber for month of April, 1883.

Bill of James Dillon of $1.50, repairing and sharpening of tools for street force, March, 1883.

Bill of St. Paul Book and Stationery Co., of $84.25, stationery for Engineer's office, from March 29 to April 26, 1883.

Bill of McMasters & Getty of 75 cents, printing solution for Engineer's Office April 18, 1883.

Bill of Griggs & Foster of $4, half cord sawed maple wood for steam road roller, April 26, 1883.

Bill of Lauer & Bros. of $5.50, blasting overhanging rock on Ohio street,

Bill of Bennett & Kingsbury of $2.58 axe, handle, nails, etc., for April, 1883.

Bill of Peter Kerst of $2.45, sharpening tools from February 21 to March 29, 1883.

Bill of Raney & Hodgeman of $11.00 two pair of gum hip boots April 11, 1883.

Bill of Robinson & Carey of $19.38, material, etc., for steam roller, from March 24 to April 19, 1883.

Bill of Nichols & Dean of $2.25, asst nuts Engineer's office, April 20, 1883.

Bill of D. L. Curtice of $37.50, 50 Curtice's maps of city of St. Paul (Small Edition) without covers.

Bill of Northwestern Telephone company of $4.00, use of Telephone in Engineer's office for March, 1883.

Adjourned.

JOHN FARRINGTON, President, pro tem.
R. L. GORMAN, Clerk Board of Public Works.

Seriously Injured.

John M. Kelly who works at the St. Paul and Manitoba railroad shops, and who lives near the head of Jackson street, came down from Minneapolis yesterday afternoon and thinking that he would leave the train near Jackson street, in order to save walking back, attempted to jump from it and was thrown violently to the ground. He struck on his head which was severely bruised. Both eyes were injured, his tongue seriously cut, several of his teeth knocked out, and it is supposed he was injured internally. He was taken to St. Joseph's hospital, and at first it was not expected that he would live. After he had been there an hour or more he rallied a good deal so that hopes of his surviving were entertained.

White Bear Sportsmen.

The following is yesterday's score of the White Bear Sportsmen's club for the club badge now being competed for:

J. Murray	1111111111111111111111
J. Miller	1101111110111111111111
F. Cleweett	0011111111111111111111
Wm. Ouger	0111101111111111111111
J. Burkhard	1100001010111101100 1
J. Maccy	0000000000010000000000
H. Getty	1111011111111111111111
Wm. Long	1010111111 111111111111
P. Long	1111111111110110001 1
E. Long	1110111111111101111111

Totals—Murray 20; Miller 18; Cleweett 17; Ouger 18; Burkard 11; Maccy 1; Getty 19; Wm. Long 17; Phil Long 16; E Long 18.

A. PUGH

Wholesale and Retail Dealer in

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