

Daily Globe

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THE WEEKLY GLOBE. An eight page paper published every Thursday, sent out for \$1.15 per year. Three months or trial for 25 cents.

ST. PAUL, TUESDAY, JUNE 19, 1883.

Chicago had its "Black Saturday."

The cable announces that Parnell will visit this country in September.

Two Indiana colleges have given Postmaster General Gresham the I.L.D.

Ex-Gov. Bell, of New Hampshire, is writing a history of the Granite State.

The Continental guards of New Orleans participated in a military parade yesterday at Boston in honor of the battle of Bunker Hill.

Ex-Speaker Keifer was mousing about Washington last week in search of spoils. The president received him very coldly, and promised him nothing.

Ex-Speaker Randall is a gentleman of peculiarly regular habits. He goes to bed at 9 and rises at 6. The favorite beverage he sets before his guests is milk.

The Springfield Republican asserts that it took the ground in 1876 that Tilden and Hendricks were elected and has always held it. This will do for a Republican paper.

Ex-Senator Conkling does not propose to allow Mr. Blaine to prepare the only political history of his time. He will write a political history, in the course of which Mr. Conkling will find it necessary to make any mention of Mr. Blaine.

For president, Chester A. Arthur of New York, for vice president, Walter Evans of Kentucky, is the very latest Republican ticket, and the platform in Arthur's own simple words, "One Union, one Constitution, one Destiny," to this add the President's flag and the great Republican dilemma is solved.

AFTER four years of preparatory study for the Catholic priesthood, the son of ex-Senator Kernan, of New York, has renounced his purpose to take holy orders and returned to his father's house. Young Kernan was a fellow student with Gen. Sherman's son, who has entered the Catholic priesthood.

The Woodhall sisters, whose feats of living by their wits have become so notorious, after having relieved John Gill of New York, whom the courts have just declared incompetent of taking care of himself and his property, of surplus bonds and a \$13,000 house, are enjoying themselves with a little run among the European capitals and watering places.

The New Hampshire legislature are in a deadlock on the re-election of United States Senator Rollins, the opposition Republicans and Democrats being united against him. The matter is so serious that William E. Chandler has had to leave his important naval duties and go up there to ostensibly see "a sick mother," but to really take a hand in for Rollins, and to see that the New Hampshire machine is well oiled.

PRESIDENT ARTHUR, in his recreation of "playing push-pin with the rot and rubbish of low, tricky politics," as his friend Mr. Conkling describes his occupation, has appointed Mr. Bromley, one of the editors of the New York Tribune, a government director of the Union Pacific railroad. Thus the president recognizes the paper as a being a mighty power in Republican politics, and he desires its assistance in his little by-play of securing to Mr. Arthur the Republican nomination in 1884. The Tribune now ceases to be critical, and does not inform the public, several times a week as formerly that the executive is making mistakes, or worse. The song has changed; "The king can do no wrong, long live the king."

The Massachusetts state senate has ordered Walter Shanley paid \$79,500 of his \$130,000 back claim for the construction of the Hoosac tunnel. The indebtedness of the state was made by Shanley's constructing the tunnel large enough for a double track when his contract and pay only called for a single one, and carrying the building on at his own expense. In its usual shabby manner, the state has been paying up by piecemeal this public spirited contractor, the carrying of the financial burden incurred over many years having terribly crippled his finance and fortunes, while the state is now using the other tracks which his foresight saw would be needed, and the excavation for which at the time saved the state millions of dollars. Possibly by another year they will lock up Shanley's \$50,000 balance, without interest. Gen. Houph had a similar bitter experience of the state's tardiness to pay its Home tunnel construction bills, and it is well known that it has made a poor man of his niggardness out of the noble-hearted man who carried forward this great work to perfect completion.

HAIL TO THE ENGINEERS.

St. Paul tenders a right royal greeting and cordial welcome to a grand body of men, the Scientific and Mechanical Engineers, who come to us from all sections of the national commonwealth. In doing this is recognized the supreme fact that the brains, genius, perseverance and fertility of the men of these professions have done much to make and preserve us a Nation. To say that we are glad to see them and to entertain them with all the resources of generous hospitality is but paying a small tribute to their worth, for by mere material courtesies can hardly be conveyed the sentiments of appreciation and high esteem in which they are held. The large company is in part composed of ladies, without the brightness of whose presence some part of the visitation would be wanting. The graces of rosy, leafy June deck our hill-tops and in-

wiring valleys and we are proud indeed that these strangers are within our gates, but before they depart they will be no longer strangers, but acquaintances and friends, who will hear from us as they journey on their homeward way the tokens of our gratification at their coming, regrets that they must soon depart.

In another portion of this issue of the Globe appears a recital of the trip hitherward, the arrival of our guests, the programme for the occupation of the future time of their tarry.

LANGUAGES IN THE PUBLIC SCHOOLS.

The proposition now pending in the board of education to abolish the teaching of German in the public schools is a movement decidedly in the right direction. This rule should not only apply to the German, but all other foreign languages, dead or alive. If any language other than the English is taught in the public schools it should be confined, as Mr. Officer proposes, to the high school, and even then made a purely optional or elective study. The purpose of the common school is to give the young an English education. That is the language of the country and the only language which should be taught at the expense of the tax payers. It should not be regarded as a war upon Germans or the German language to exclude it from the public schools, but it should be simply placed upon an equality with all other foreign languages. An English speaking child should be sent to the public schools to better master his own language, and children other than English speaking by birth should be given the opportunity to learn the language of the country in which they live. The common schools are designed for the multitude, and the time for schooling of the majority of those who attend the public schools cannot afford to remain until they are twenty years old and attain a substantial collegiate education. They must seek employment and assume the actual duties of life, and their parents should not be taxed to pay for the schooling of the comparative few who, having been more favored of fortune, can remain in school until manhood or womanhood is reached. The public schools are for the boys and girls of America, and they should be made as practicable as possible. If any languages are taught in the high school other than the English they should not be at public expense. As an accommodation for those who have the means and inclination to educate their children in that manner, it would be well to have a "Department of Languages" in the high school but it should be supported by tuition fees from those who enjoy its benefits, and not be made any part of the prescribed course. Such a policy will be a wise solution of the question which is now agitating the St. Paul board of education.

REPUBLICAN PRIMARIES.

The Selection of Delegates to the State Convention—They are All Republicans, but Divided as to Preferences.

Last evening between 5 and 7 o'clock the Republican primaries were held in some of the various voting places in the different wards of the city. There was no animation whatever, and in many precincts scarcely a vote was cast, but the list was made up all the same. The county convention to which these delegates will report will be held at the old court house at 10:30 this morning for the purpose of electing eight delegates to represent Ramsey county in the republican state convention, at St. Paul, June 27. The following is the list of delegates:

- FIRST WARD. First precinct—John E. Sanborn, F. A. Scott, T. Wilson. Second precinct—Theodore Sander, C. P. Barnard, A. B. Wilgus, Charles Oleson. SECOND WARD. First and Second precinct—Geo. W. Lamson, R. Blakely, H. H. Schroeder, A. N. Nelson, Geo. R. Morton. THIRD WARD. First and Second precinct—Dr. James Davenport, Jr., Charles Pusch, R. C. Wiley, W. L. Lightner, George C. Squires, H. R. Taylor. FOURTH WARD. First and Fourth precincts—M. F. Grogging, C. A. Condon, William J. Richter, Joseph Picha, Fred Weber, John W. Cathcart. Second and Third precincts—Stanford Nowel, H. A. Castle, Mark D. Fowler, Samuel H. Nichols, Fred C. Ingersoll, Charles E. Chapel. FIFTH WARD. First precinct—C. D. Gilliland, Charles Klumb, George Harber, Charles Wallbloom. Second and Third precinct—Joseph Berger, Andrew Esklund, Charles Passavant, G. P. Ritt, D. D. Merrill. SIXTH WARD. First and second precincts—Abraham Scherman, Silas Foreman, E. Scott, M. J. Bell. After Many Years. Charles T. Rouleau, and old citizen of St. Paul, starts this morning on a trip to Burthe, Lower Canada, which point he left fifty-four years ago a young man in pursuit of fame and fortune. In 1842 he made his advent into St. Paul, at a time when the present site of the city was a howling wilderness, with nothing but a few scattered cabins, and a surplus of savage aborigines held the fort against the advance of progressive civilization. Previous to coming hither he was in the employ of the American Fur company, his immediate superintendent being the father-in-law of John S. Prince, the latter now of St. Paul, and was accustomed to the trials and hardships incident to a pioneer life. Upon reaching the present city he established his family in a rude home near what is now known as the corner of Fifth and Pine streets, and opening a cooper shop at the foot of Jackson street toiled there year after year for nearly a quarter of a century. He has witnessed the growth of St. Paul from its infancy, has participated in the trials and triumphs of her growth and development, and now having almost reached the allotted period of man, returns to the home of his childhood to dwell for a brief season amid surroundings of a different age and generation, and recall memories that have for years dwelt undisturbed in the tomb of forgetfulness. Of late years he has resided with his son, Charles T. Rouleau, a member of the police department of this city, in the enjoyment of a hale old age, and the reflections that come from the knowledge that his service in the cause of humanity is not without rewards. The best wishes of the pioneer citizens of this vicinity and his journey, and the hope ventured, that he may be permitted to return hither with a renewed lease of life.

THE CHICAGO RAILWAY PASSENGER AGENT

The Chicago Railway Passenger Agent of the 3d instant presents to its readers and the public a portrait of G. K. Barnes, general passenger agent of the Northern Pacific road, well known throughout the country as the youngest man now in charge of the passenger service of a trunk line in the United States, an exceptionally able and an affable gentleman. The picture brings home to the multitude of friends of the subject a fair counterpart of the original, and fully confirms to strangers the truth of his reputation as one of the most genial, generous and unaffected types of that rare creation, a true manhood. Mr. Barnes was born at Franklin, Delaware county, N. Y., in 1844, and began his railroad career in 1862 at Hancock station, on the Erie road as ticket agent. In 1865 he was appointed freight agent at Cochocton station and one year later became train dispatcher at Hawley, then the terminus of the Honedale branch of the same road. In 1868 he accepted a position in the general ticket office of the Rock Island road, where he remained until 1872, when he came to St. Paul as the assistant passenger and ticket agent of the West Wisconsin, and the next year was promoted to the chiefship of that department. In 1876 he was appointed general traveling passenger agent of the Northwestern road in which service he remained until February, 1881, when he was appointed general passenger and ticket agent of the Northern Pacific, which position he still holds. He is recognized as one of the most thoroughly practical railway men in the country, a man whose reliability is known from ocean to ocean, and whose urbanity and congenial char-

DIRECTORS DECIDED UPON.

Annual Election of the Official Board by the Stockholders of the St. Paul & Duluth Road—A Meeting of the Transfer Company this Morning—Monday's General Meeting of News Concerning Rail and River Interests—Brief Mention of G. K. Barnes—Reference of a Business and Personal Character.

The Official Board.

The directors of the St. Paul & Duluth road, convened in this city at 10 o'clock yesterday morning, as follows: Marvin Hughett, Chicago; S. S. Merrill and P. M. Myers, Milwaukee; W. H. Rhawn, Philadelphia; J. J. Hill, A. Manvel, E. W. Winters, James Smith, Jr., St. Paul, and R. B. Langdon, Minneapolis. The officers elected for the ensuing year are: James Smith, Jr., St. Paul, president; W. H. Rhawn, Philadelphia, vice president; Philip S. Harris, St. Paul, secretary and treasurer, and Calhoun Latham, New York, assistant secretary; J. J. Hill, E. W. Winters and P. M. Myers, executive committee.

A semi-annual dividend of 2 1/2 per cent, payable July 1, 1883, was declared, and the meeting adjourned.

Hereafter there will be no additional charge over bulk grain rates upon grain in sacks or bags in car loads, by the Chicago & Northwestern road.

Rail Notes.

W. H. Dixon, of the Milwaukee road, has returned from Chicago.

There will be a meeting of the Transfer company at the union depot this morning.

General Manager Haupt, of the Northern Pacific, starts on a tour of inspection this morning.

Samuel Treadwell, editor of the Devil's Lake Pioneer, was a caller at the Manitoba offices yesterday.

George Eal, private secretary of vice-President Oakes, of the Northern Pacific goes east to-morrow.

Up to 6 o'clock last evening the arrivals at the Hotel de Lafayette aggregate upward of 500 pleasure seekers.

The Northern Pacific track has been completed three miles west of Helena and thirteen miles east of Missoula.

Land sales in Dakota made by the Northern Pacific amount to 30,000 acres for the first half of June, instant.

The approximate gross earnings of the Mexican National railway for the first week in June instant were \$13,283.48.

The 4500 train on the St. Paul & Duluth road went no further than Stillwater last evening owing to a washout on the Taylors Falls branch.

Emigrants to the number of 250 came in by the eastern trains yesterday, and departed for points on the Manitoba and Northern Pacific roads last night.

F. N. Finney, general manager of the Wisconsin Central, arrived in a special yesterday morning. He left for Minnetonka at 5 o'clock in the afternoon.

L. A. Smith, general eastern agent of the Chicago, Milwaukee & St. Paul road at New York, was among the arrivals at the Hotel de Lafayette, Lake Minnetonka, on yesterday.

S. S. Merrill, general manager, J. T. Clark, general superintendent, and P. F. Myers, secretary of the Chicago, Milwaukee & St. Paul road, arrived in the city yesterday morning.

G. K. Barnes, general passenger agent of the Northern Pacific, will remove his office to the company's new building. The removal will be finished by Saturday, when he will hold a formal reception.

Captain Herrman, skipper of the new steamer designed to breast the swell of Devil's Lake, arrived in the city yesterday. He represents that his craft will be ready for business on July 4, when it will carry an excursion party from St. Paul across the lake.

The Omaha train due in this city at 2:25 yesterday afternoon was upward of three hours late. The detention was caused by a wash-out between Camp Douglas and Elroy, which has been repaired, however, and trains over that route are now making their schedule time.

Inspectors Ben Butterworth, of Ohio, and W. A. Patten and Charles L. Perkins, both of New York, leave here Saturday morning to inspect a section of the Northern Pacific east of Helena; also, a section of that road running twenty-five miles west of the Flat Head reservation.

The Des Moines passenger train, over the Omaha road, due at 11:05 last night had not arrived at 2 o'clock this morning. On inquiring at the train dispatchers office at 2 o'clock it was learned that the delay was caused by a wreck of a freight train on the Minneapolis & St. Louis road south of Chaska.

To insure prompt transportation of freight destined east of Chicago, freight by the Rock Island road for the Lake Shore or Pittsburg, Ft. Wayne & Chicago road should be billed to Englewood; for the Michigan Central, to Joliet; if in car loads, to Chicago; if in less than car lots; for the Chicago, St. Louis & Pittsburg road, to Washington Heights; for the Chicago & Grand Trunk road, to Blue Island; for the Baltimore & Ohio, Chicago & Atlantic and Nickel Plate roads, to South Chicago; if in car loads, to Chicago; if in less than car lots; for the Cincinnati, Indianapolis, St. Louis & Chicago road, to Seneca. Perishable freight in any quantity must in all cases be billed to Chicago.

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acteristics have made him a favorite in business and social circles wherever he has pitched his tent. His promotion is the reward of undeniable merit, and in all his relations he has more than demonstrated that promotion unlike kisses does not come by favor. The railroad editor of the Globe tenders his hearty congratulations to the recipient of the compliment herein referred to, and taking him by the hand indulges a hope that he "may live long and prosper."

The River.

The River opposite St. Paul, like the lard boom in Chicago, has lost its grip, and is steadily declining with seven feet seven inches in the channel.

The dashing Sidney, of the Diamond Jo line, left for St. Louis at 11 o'clock Sunday night with a fair freight trip and thirty passengers. The belle of the line, the Mary Morton, will be in on time to return to St. Louis with dispatch.

The Grand Pacific, of the Saints line, will arrive this morning to leave at 6 o'clock this evening for St. Louis. Her speed is of the race horse type and her accommodations unsurpassed. The Centennial will be here to-morrow and the War Eagle on Friday.

The new steamer of the Saints line, the St. Paul City, will make a trial trip to-morrow. On Monday next she will slip her cables at St. Louis and start for St. Paul with a cabin full of the first families residing in the Bridge City, and under such favorable auspices inaugurate her season's work on the St. Paul and St. Louis route.

The Grand Trunk's Action.

Chicago, June 18.—General Manager Calloway, of the Grand Trunk road, has returned from Montreal. He says his road, in order to meet the action of the Michigan Central, in withdrawing through trains from the Great Western, will, after Monday next, add two daily fast trains east, one leaving at 2:30 and the other at 9 p. m., with through Pullman cars to New York via Niagara Falls and Erie road, and to Boston via the Montreal & Vermont Central. The time between Chicago and Montreal will be shortened nine hours. Close connection is to be made with the New York Central at Niagara Falls, giving travelers to New York the choice of routes and competition with the Michigan Central at this end will be begun by putting on Pullman cars from Chicago to Detroit.

Michigan Money Lender.

KEOKUK, Ia., June 18.—An argument commenced to-day before Hon. Samuel Miller of the United States supreme court and Hon. H. C. Caldwell judge of the United States district court for the eastern district of Arkansas involving the liability of the Little Rock & Fort Smith and other railroads in Arkansas for bonds issued to them by the state to aid in their construction which bonds have been declared by the supreme court of Arkansas to be invalid and which amount to \$5,350,000. John R. Dossopas of New York and ex-Chief Justice McClure of Arkansas represent the bond holders, and Hon. John F. Dillon of New York and C. W. Huntington of Boston the railroad companies.

A Purchase by the Canadian Pacific.

St. ALBANS, Vt., June 18.—It is reported that the Southeastern railway of Canada has been purchased by the Canadian Pacific railway, and will go into the hands of the new company July 1. Terms unknown.

The Minstrel's To-night.

Barlow, Wilson & Co.'s minstrels have no superior in the world, and when the doors of the Opera house open to-night there will no doubt be a grand rush for seats. An exchange speaks thus of the company:

Minstrelsy has such a charm for the people of this ancient borough that the rain of yesterday afternoon, and the elevation of the storm signal last night, were not sufficient to deter them from venturing into the Academy of Music. Barlow, Wilson & Co. may well felicitate themselves on the success of their venture. The Academy was filled with a multitude of appreciative people, and they testified by unmistakable methods the pleasure afforded them by the popular airs of a superb orchestra, castanet and tambourine effects, the melodies of the Clipper Quartette, impromptu songs of negro character, dancing, and a long catalogue of new and refreshing specialties. The audience was large, refined and discriminating, and this minstrel combination won its unstinted applause. They can safely repeat their call in the assurance of a warm greeting from the patrons of music and mirth.

St. Paul Exhibition of Pictures.

This exhibition has now been open since last Saturday, and is a perfect success as far as the collections are concerned. The great picture of Casanova is itself an exhibition. This picture attracted the admiration and attention of thousands of visitors at the Paris salon of this year. It was no extraordinary thing for the people to wait for an hour and more awaiting their turn to see this picture. It is an exquisite picture of art and one of the best modern pictures in the world. The subject is a Frenchman monk after a good dinner, playing at blind man's buff, with three ladies in some nobleman's family, the old French general standing looking on and enjoying the fun, fun at any price as the monk has just upset a table from which some elegant caskets etc. are falling. One of the articles falling is a flower vase, and the water being spilled is exquisitely portrayed. This picture was not exhibited in New York, but was sent direct to its present owner from the Paris salon.

Many ladies and gentlemen visited the gallery on Saturday and Monday and were delighted and astonished at the collection, which is certainly exceedingly fine. The gallery is also opened in the evening and brilliantly illuminated, and makes a very imposing scene. Such an undertaking should meet the most generous support

WELCOME.

ARRIVAL OF THE TRAIN BEARING THE NATIONAL CIVIL ENGINEERS.

A Goodly Company of Ladies and Gentlemen—How They Made the Trip from Chicago to St. Paul—A Fast Train—Their Reception by the Leading Citizens of the Dual Cities—The Personnel of the Gathering.

At 9:43 o'clock last evening, the special train of the Chicago, Milwaukee & St. Paul railway, bringing the members of the American Society of Civil Engineers to the annual meeting of the society in St. Paul and Minneapolis, came to a stop in the St. Paul union depot. The Globe has already given a general history of the society, as also the general programme of this meeting, and therefore needs not repeat in detail. The announcement simply means that the national convention of the master scientific and mechanical minds of the country; the men who have run the lines of our railroads—the pioneers of Western civilization; the men who have made the mighty Mississippi and other water courses contribute their latent powers to man's advantage; who conceived and executed the great Brooklyn bridge, the engineering triumph of the century, and numberless other achievements which will stand in glowing encomium, did, following the example set them by other distinguished national associations, at their last annual meeting, select the twin cities of the northwest—the hub of the American continent, and the entrepot and distributing point to one of the grandest sections of the continent, in scenery, healthful climate and diversity and productivity of soil.

RECEIVING THE GUESTS. That the society might have a royal reception for the honor of its selection, the members of the profession of the two cities, the railroads centering here, and the public generally, have co-operated with their usual energy and liberality.

A feature of the entertainment offered the society was a special train by Chicago, Milwaukee & St. Paul Railway company from Chicago to St. Paul, to leave at 7:30 yesterday morning and to reach St. Paul at 8:55 in the evening, a run of 409 miles, or about thirty-three miles an hour including necessary stops. To meet this special train members of the St. Paul and Minneapolis general committee, with a few members of the profession, left St. Paul at 12:45 in the business car of Superintendent Prior of the Chicago, Milwaukee & St. Paul road, attached to the regular eastern train. The reception committee consisted of Gen. W. B. Shepard, D. C. Shepard and Howard Elmore, of the St. Paul committee; C. F. Hatch, G. A. Brackett, A. C. Rand and Robert Hale, of the Minneapolis committee; Chief Engineer Patti, of the Minnesota division and J. M. Lowrie, master mechanic of the road; Capt. Gear and C. W. Johnson, of the Omaha road; Assistant Superintendent Case to do the honors in the necessary absence of Superintendent Prior and the Globe reporter. The run to Winona, the meeting point with the special was made without special incident, unless as an added item to the management of the Chicago, Milwaukee & St. Paul account, it might be added that Superintendent Case did the honors most hospitably, in which is included a dinner with all the delicacies of the season.

FAST TIME. On arriving at Winona it was learned the special was 55 minutes behind time, having lost ten minutes in the run to Milwaukee, another ten minutes at the Milwaukee City bridge over the Wisconsin river, designed and executed by Charles E. Smith, manager of the St. Louis Bridge company, and who has built most of the bridges of the Milwaukee road, one of the visiting engineers, and by an unfortunate detention by open spurs at the Black and Mississippi river crossings at La Crosse.

At La Crosse, the special was taken in charge by Supt. Slayton, of the river division of the road, Conductor Trussonie, with Engineer Chas. Jones holding the valves of engine No. 224. The special consisted of seven coaches, a sleeper, the private car of Gen. Bernard, general manager of the Kansas City, St. Joseph & Council Bluffs railroad and a baggage car. It struck Minnesota soil at 5:45 p. m., and made the run to St. Paul, 128 miles, in three hours and fifty-eight minutes, including stops at Le Moine, Winona, Minnesota City, Lake City, Red Wing and Hastings, making the actual running time on the river division forty-two miles an hour, and making twelve minutes of the time lost on the other divisions, and reaching St. Paul at 9:40 p. m.

PERSONAL AND GENERAL.

As the special stopped at Winona to take on board the St. Paul and Minneapolis delegations they were received by Don J. Whitmore, the chief engineer of the Chicago, Milwaukee & St. Paul road, who in the whole brain has outlined the great and comprehensive system of the road—and the one to whom more than any other man is due the credit of the present convention being held in St. Paul, and by him escorted to the rear car and introduced to Capt. John Bogart, secretary and librarian of the association. Unfortunately for Capt. Bogart both the president, Charles Paine, and the vice president, Wm. H. Paine and Henry Bogart, were prevented from attending this meeting by pressing engagements, so that all the minor details of the trip and the general outlook ahead, outside of the local committees, devolved upon him. The train, as will be seen below, contained two hundred and eighty persons, the large majority of whom were entire strangers, except by public report, until they met on their departure from Chicago. To unite this homogeneous mass into one family, and make everything move smoothly, was herculean task. Capt. Bogart has been doing it annually ever since 1878, five years, and though only forty-eight years of age, his head is silver white under the pressure. Fortunately on the trip from Chicago to St. Paul, he had a most able assistant, who relieved him of all care of the culinary department, Major O. E. Michaelis, a few years since ordnance officer of the department of Danvers, Mass., was heretofore task. Capt. Bogart had to solve the problem of how to furnish them meals during the trip to 280 people in a dining car seating but forty, without having the stomachs of the guests clash. But he did it, his system of so many minutes to each relief, and his stentorian voice calling the different reliefs to refreshments, working to a charm.

Among the 200 members of the association, including the ninety ladies who accompany them, are many men who are known far and wide for their achievements in their profession. Prominent among them may be mentioned Mr. Collingwood and Mr. McNulty, assistant engineers under E. W. Roebbling, the master mind of that most wonderful engineering triumph of the century, the bridge which spans the East river and connects New York and Brook-

So We Go.

The Globe saw in Zimmerman's gallery, West Third street, on Monday, two portraits of great excellence of one of St. Paul's best known citizens, Major T. M. Newson. This gentleman came to St. Paul in 1854, and became the editor of the St. Paul daily Times, afterward merged into the Press, and has since almost continually occupied an editorial position, giving him title to being the oldest editor in the state. In 1861 he entered the army as commissary and quartermaster, serving nearly four years. He has lectured, written, explored, assayed, leading a busy, useful life. Of the two portraits, one is of the soldier of 1861, twenty-two years ago. Then the Major's hair was like the ravens, and the brilliant eyes twinkled with bubbling merriment. The portrait of 1883, finished yesterday, exhibits the silver frodo of time, the creases of the brow-frown, the gently creasing o'er, but gives us still the hale, old man, fresh and elastic, the genial companion, with mind as bright and heart as free in the days when we were young. Years may come and years may go, but our Major cannot grow really old, even in a picture. The years adorn him, as he himself adorns the friendship group and about

CRIME RECORD.

A MURDER AND HOMICIDE YESTERDAY IN CHICAGO.

A bloody feud in Kentucky and Another in Ohio—A Good Bostonian Defaults to the Extent of \$40,000—A Merciless Record of Misdemeanors.

KILLED WITHOUT PROVOCATION. Chicago, June 18.—Rudolph Brew, fifty years old, was struck down and killed by Albert Tusch, a young man, last night. The dead man met Tusch by appointment to urge the latter to make reparation for seducing the former's daughter. The assault was apparently unprovoked. The assailant is at large.

THE THIRTEENTH VICTIM. John Flynn, six years old, was run over and fatally mangled by the cable street car line yesterday. He makes the thirteenth victim since the inauguration of the cable system.

SHOT HIS WIFE AND HIMSELF. Chicago, June 18.—This afternoon Adolph Ehrke, a bricklayer, fired two bullets into his wife's head and then blew out his own brains, dying instantly. It is thought the woman was a drunkard. The deed was done because the woman yesterday applied for divorce.

HOW THE WOODHILLS HAVE PLEDGED HIM. New York, June 18.—A jury declares that John Gill is unfit to take care of himself or property. The Woodhills sisters, who, it is said, obtained from him a quantity of government bonds and a deed of a \$13,000 house, are said to have escaped to Europe.

AN EMBEZZLER CONFESSES. Boston, June 18.—Arthur H. Blaney, cashier and head book keeper of the Massachusetts Loan and Trust company, has confessed to embezzling \$44,000 of the company's funds, owing to mining and other stock speculations. The first intimation of anything wrong was on Monday afternoon of last week, when it was found Blaney was \$7,000 short in his cash account. His attention was called to the discrepancy, and he said he had taken it for temporary use and would return it the next morning. On Tuesday he did so, and on being questioned about other possible discrepancies, assured the president of the company that his deficit did not exceed \$7,000. It was deemed best to suspend Blaney, and experts soon discovered the defalcations. His mode of covering the \$5,000 was when a customer drew \$5,000 to charge him as having received \$10,000 or more, and pocket the differences.

SHOT BY A FARMER. At Enterprise, Ohio, on Saturday John Adams was shot through the abdomen by a farmer named Putnam Wilder, who was arrested.

AN OLD FEUD. Lexington, Ky., June 18.—Last night at Versailles, Ky., Ollie and Press Brown shot and killed Town Marshal Geo. Freeman while he was attempting to arrest them. The cause of the killing was an old feud, the Browns alleging that Freeman had killed their brother Sandy about a year ago. The Browns are in jail.

A DESPERATE SUICIDE. Cleveland, June 18.—At Friersburgh yesterday a burglar, name unknown, who had resisted arrest and was shot through the shoulder by the marshal of Dresden, and plunged into a creek, furnished a revolver, defied the crowd which gathered, and drowned himself.

A SUSPICIOUS CIRCUMSTANCE. Philadelphia, June 18.—The schooner Ephraim and Anta, found abandoned at sea last Friday, is now in custody of the United States marshal. There is strong ground for believing Captain Harvey was murdered and his body thrown overboard. The condition of the vessel did not warrant abandonment.

HOARSE THIEVING INDIANS IN DURANCE. Winnepeg, June 18.—Six northwest mounted police brought eleven Indians to-night of the Cree nation, from the end of the Canadian Pacific railway track, convicted of horse stealing near Fort Walsh on the American frontier. They go the penitentiary for two years.

SUICIDE BY DROWNING. NAPOLEON, O., June 18.—The body of Lena Bourn, a young lady of twenty years, was found to-day in the canal in Napoleon, near her home. The coroner's inquest developed that, instigated by the peridy of a lover, she climbed out of her bedroom window during the night attired only in her sleeping robes, went to the bridge, tied her dress to the railing probably to mark the spot of the fatal leap, and then plunged into the canal.

GUILTY OF LIBEL. NEW YORK, June 18.—In the libel suit of August Belmont against John Devoy, editor of the Irish Nation, who charged Belmont with misappropriating the funds of the Irish society, the jury returned a verdict of guilty, with a recommendation of extreme clemency. Belmont seconded the recommendation and sentence was suspended until to-morrow.

SOMEWHAT MIXED. GALVESTON, TEXAS, June 18.—Three men, Stinson, Brierly and Hamilton, from Montgomery county, were before the United States commissioners this morning charged with entering into a conspiracy with Charles Shannon, colored, dragging him a mile from his dwelling and attempting to cut his throat. Shannon at the time was a witness before the United States court in the county election cases. Complainant failing to appear the prisoners were discharged. It is thought the charge of perjury will now be entered against Shannon.

Division and Admission. [Special Telegram to the Globe.] HURON, D. T., June 18.—The delegates to