

Official Paper of the City and County.

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THE DAILY GLOBE. SEVEN ISSUES PER WEEK, ONE DOLLAR PER MONTH.

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THE WEEKLY GLOBE. An eight page paper published every Thursday, sent post paid at \$1.15 per year.

ST. PAUL, FRIDAY, JULY 20, 1883.

Democratic State Convention. The Democrats of this state are hereby invited to meet in delegate convention at the Market hall in the City of St. Paul, on Thursday, the second day of August, 1883, at 12 o'clock noon.

The basis of representation is one delegate for each organized county, and one delegate for each 150 votes or major fraction thereof cast for Gen. W. V. Johnson for governor, viz:—

Table listing delegates for various counties: Anoka, Becker, Benton, Big Stone, Blue Earth, Brown, Cass, Chippewa, Chisago, Clay, Cook, Crow Wing, Dakota, Dodge, Douglas, Faribault, Fillmore, Freeborn, Goodhue, Grant, Hennepin, Houston, Isanti, Jackson, Kandiyohi, Kittson, Lac Qui Parle, Lake, Le Sueur, Lincoln, Lyon, McLeod, Marshall, Martin, Meeker, etc.

By order of the committee. MICHAEL DORAN, Chairman. St. Paul, July 6, 1883.

It was "30" all over the lots yesterday.

DAVID DAVIS reads novels, and enjoys them.

The best method of civil service reform—"Turn the rascals out."

JOHN BRIGHT's speeches are garnished by frequent quotations from Byron and Milton.

ROSA BONHEUR, who wears male garments and paints excessively, is sixty-one years of age.

They found out in New York, yesterday, how big a fire could emanate from a little spark dropping in a pile of jute.

Two ballots for United States Senator were taken in the New Hampshire legislature yesterday, but without any result.

If the Pennsylvania plan is to be adopted, the trade dollars might be turned over to the several states. If they are not in the nature of "surplus revenue," what are they?

One hundred Philadelphia lady teachers are to be married this summer. It is a blessing that the Pennsylvania school system enables these ladies to support their husbands.

The Boston Herald nominates ex-Lieut. Gov. Dorsey of New York for speaker on the theory that neither Randall, Cox, Carlisle, Blackburn or Springer will be the choice of the caucus.

Bad pupils are punished in Michigan by making them stand in an empty barrel. It is doubted if this is any improvement on the old plan whereby a single barrel stove was an ample corrective.

The Republican state convention of Virginia denounced the administration yesterday for its aid to the readjuster policy, and passed a resolution favoring the nomination of James G. Blaine, of Maine, for the next presidency.

An Indian pony threw Chief Justice Wiate, of the United States supreme court, at Yellowstone Park on Wednesday, and, it is thought, broke his ribs, which shows how little regard an Indian pony has for the higher law.

EX-SENATOR BRUCE owns two plantations in Mississippi, said to be worth more than \$100,000 each. The ex-senator is ranked as the wealthiest colored man in the United States. However that may be, he has the handsomest wife of any colored man in the country. She was an Ohio lady. Their son is named Roscoe Conklin Bruce.

CHOLEBA seems to be getting a strong foothold in Egypt, and on account of its increase all business has been suspended, in Alexandria. The English, it is evident have become alarmed at the prospect of its appearance in Albion before the warm weather is over, and yesterday the government took strong quarantine action for the protection of its city and town seaports from its invasion.

The New York Sun quite pertinently enquires if the one hundred and eighty horses President Arthur is to ride on his great western tour, belong to the quartermaster's department, or if they belong to Lieutenant General Sheridan. It is not likely the President has bought so many horses himself, for fish-fries cost as much as \$2 apiece, and there are fishing rods that sell for \$50, and the President's salary is only \$30,000 a year.

A WICKEDLY false report was sent over the country yesterday to the effect that Gen. Grant had dropped dead upon the street in New York. When the fact was developed that the report was false there was a very general idea that its origin had some connection with the telegraphers' strike, but this the telegraphers indignantly deny. While there was a feeling of indignation that such a report should be circulated there was universal pleasure upon its falsity being ascertained.

DORSEY'S DOSE. The readers of the Globe will find on the second and third pages of this morning's issue a complete resume of Dorsey's latest contribution to the political literature of the country. It is an expose of his political party which will repay perusal and preservation.

THE TELEGRAPHERS' STRIKE. The threatened strike of telegraph operators was inaugurated throughout the country yesterday, but from present indications is likely to prove much less serious than was anticipated. In the larger commercial cities business will be temporarily disarranged, but the resources of the telegraph companies are such that even this is not likely to be prolonged. The business men manifest a disposition to adapt themselves to the situation and confine their messages to the most important matters, thereby relieving the company to some extent from the demands usually made upon them. The sentiment is very general among business men that the strike is one which should not be prolonged, and while those who have investigated the matter agree that the demands of the brotherhood are too extreme, the general feeling is that a satisfactory compromise can and should be reached. Gen. Eckert's request to be furnished with the list of dissatisfied employes, has now been practically answered by the vacation of their positions and the company can now act intelligently. We do not believe the telegraphers themselves expect their fall demands to be complied with, but they have evidently asked more than they expect for the purpose of having a basis for compromise. While the public sentiment may agree that they are entitled to some concession, it will almost unanimously agree that they have asked too much, and a compromise, fair to both parties, is all that can be reasonably expected, and all that business interests or popular sentiment will expect or demand.

The well filled telegraphic news columns of the Globe this morning affords ample evidence that the strike cannot cripple the telegraphic service, as was anticipated. The Globe special wire was in active use last night, in charge of operators in our employ, who are not affected by the strike, and the associated press report was handled in good shape in St. Paul last night. The contest is one which cannot long continue, and very soon, either by compromise or in some other manner, the telegraphic business of the country will proceed as usual. The public interests at stake are too great and vital to be permanently crippled by such a contest.

CASUALTIES.

A Terribly Destructive Fire in New York Yesterday—The Loss Footing up to About A Million Dollars.

A THREE MILLION DOLLAR FIRE. NEW YORK, July 19.—At about 10:30 o'clock this morning a spark from an engine fell into a pile of jute, which had just been landed on Parbeck's dock from the ship Lawrence E. Delap from Calcutta. The dock was filled with hemp, jute and coffee. The flames spread with rapidity and in a few minutes the entire dock was ablaze. The Delap was the first vessel to catch fire and all her rigging was burned before she could be towed out. Next to her on the south side of the dock was the ship Seever, also from Calcutta, which arrived yesterday, and on the north side lay the ship Co. Adair from Calcutta, which arrived yesterday, and on the north side lay the ship Col. Adams from Calcutta. To both these vessels the flames communicated and the crews jumped overboard for safety. In the meantime a general alarm had been sent out and five steamers and four hook and ladder trucks were soon on the spot. When the firemen reached the dock the support of the roof gave way and the roof fell in with a crash, burying over a dozen firemen and dock hands beneath the ruins. A rescuing party quickly formed, and the men were dragged out from the blazing rafters, none being dead but all more or less burned and bruised. Firemen McNamara, McDonald and McDougall, of hook and ladder truck, were the three injured seriously. A motion just then occurred in the crowd, and the chief of the battalion gave orders to clear the dock on the ship Lawrence Delap, which was now on fire above and below, contained 4,500 bags of saltpetre. A rush was made by the crowd to the further end of the dock. While this was going on a heavy gerrick, from which the supports had been burned, fell over the wharf with a crash, knocking over a dockman overboard. Custom house inspector, Hanedan, in attempting to escape from the ship Col. Adams, was severely burned about the face and hands. The ships, Perseverance and Col. Adams, had by this time been towed far out in the stream and the tugs poured streams of water into their holds. The efforts of the firemen were mainly directed to extinguishing the flames on board the Lawrence E. Delap, on which it was momentarily feared an explosion would take place. At 11:30 she was still blazing furiously, but the extent of her losses are unknown but undoubtedly heavy.

Later.—The district officer at Harbeck's dock stated the captain of the Lawrence E. Delap, with his wife and three children, are reported drowned. Two dock hands are also reported drowned and one sailor killed outright by falling timber. The loss now is estimated at between \$2,000,000 and \$3,000,000.

BROOKLYN, July 19.—A fire is now raging at the Harbeck docks. Two sheds are destroyed and a full rigged ship and bark supposed to be laden with seed oil, paints and general merchandise are burning. The surrounding shipping is in danger.

THE COTTON CATERPILLAR. SELMA, Ala., July 19.—The cotton caterpillar has made a general appearance in this section. An examination of the crop near this city shows the top leaves badly riddled. Plenty of worms are in sight and webbed up. The crop is three weeks late, and the worms are in such numbers two weeks earlier than usual.

FUNERAL OF TOM THUMB AT BRIDGEPORT, BRIDGEPORT, Conn., July 19.—The funeral of Tom Thumb took place to-day with Masonic ceremony. Fully 10,000 people viewed the remains.

The exports of provisions, tallow and dairy products for the six months ending June 30, 1883, were \$52,515,457, against \$50,708,190 the same time in 1882. The exports of provisions and tallow for eight months ending June 30, 1883, were \$65,076,580, against \$65,474,116 the same period in 1882. The exports of dairy products for two months ending June 30, 1883, were \$20,090,413, against \$20,280,383 the same time in 1882.

The president appointed John G. McCullom, of San Francisco, agent for the Indians at Mission agency, California, vice Samuel S. Lawson, resigned.

RAIL AND RIVER.

Short Line to Niagara.

The railroad headquarters in St. Paul have received a joint circular from the Baltimore & Chicago Railroad company, the Wabash, St. Louis & Pacific railway, and the Grand Trunk railway, (Great Western division), advising them that arrangements have been perfected for opening what will be known as the Chicago, Detroit & Niagara Falls Short line. It is the intention of the management to fully equip the new short line with all the modern improvements for fast time and with solid trains consisting of through coaches, parlor, sleeping and dining cars, with a schedule of time that will render it by far the shortest and quickest route to Niagara Falls. Coupon tickets should read: Chicago and Auburn Junction via Baltimore & Ohio railroad, 148 miles; Auburn Junction and Detroit via Wabasha, St. Louis & Pacific railway, 125 miles; Detroit and Suspension Bridge or Niagara Falls via Grand Trunk railway, (Great Western division) 125 miles. The circular is signed by C. K. Lord, general passenger agent, and L. M. Cole, general ticket agent of the Baltimore & Ohio Railroad company; H. C. Townsend, general passenger agent, and F. Chandler, general ticket agent of the Wabash, St. Louis & Pacific railway; James Stephenson, general passenger agent, and William Edgar, assistant general passenger agent of the Grand Trunk railway.

The Pittsburg will be in on Sunday. The river is stationary at three feet nine and one-half inches.

The Keokuk and Libbie Conger, from St. Louis, were behind time last night.

Demanded Freight. CHICAGO, July 19.—It is understood that the Nickel Plate road has made a formal demand for twelve per cent. of the east-bound dead freight business, and that the matter will come before the next meeting of the joint executive committee for consideration.

The New Floating Palace. [Special Correspondence to the Globe.] ST. LOUIS, July 19.—Your city's most worthy namesake and precocious foster child, the "Saint Paul," of the St. Louis & St. Paul Packet company's fleet of elegant side wheel liners, departed hence yesterday afternoon with such a load of passengers (200 in number) that my Faber showing proclivities are about at a loss when I would describe the scene on the company's wharf boat at the time of departure. The creme de la creme of the bar society, not only from St. Louis, but also from many cities south, east and west were there, about to start out in search of that world renowned rejuvenating fountain of the doubly old Spanish cavalier, Ponce de Leon, which in the winter is to be found among the orange groves and magnolias of Florida, but which miraculously transfers itself in summer to the breezy hills and lakes of Minnesota.

As I walked the Saint Paul's magnificent saloon glancing here and there in the inquiring mood of a special correspondent, I could not but envy this appropriately dressed crowd of tourists, the many varying pleasures they were about to enjoy. I write of appropriately dressed tourists as a lack-a-day it has been my luck so often to see parties starting on a tour gotten up as for a ball room, that yesterday afternoon's experience of their absence was particularly refreshing. What is that bevy of bixom beauties crowding together for? Ah! I see. We have a photograph of the entrance to the saloon, and the camera is afforded a favorable view of the interior of the cabin and its motley groupings and my fair friends are posing so that they may add to the general effect of the picture by embodying in it their pretty, piquant profiles. Vanity you say—not a bit of it, a simple desire to serve the photographer, that is all. The Saint Paul's saloon is chastely beautiful, painted in pure white, with here and there a glimpse of color in the form of a gold or silver ornament, or a flower, or a bird, or a mark. "They are the very personification of neatness and fairly too sweet slumber." As I made the down trip from St. Paul in this boat, I fully appreciate the delights of her table, the presiding genius over which knows exactly how to suit every body's taste and who is limited in selection only by the contents of the St. Louis and other markets along the line of the river. I hear the band tuning up, but no dance for the moment is on the high seas going ashore. And still his hair is very hard to tear myself away, not only from this beautiful boat, with her load of happy tourists, but from joys which but a short two weeks since were mine among the hills and dells and breezy slopes of Bonnie Minnetonka, and which in four short days the good Saint Paul would again place within my reach. With the harsh jingle of the warning bell sounding in my ears I cross the gang plank, but still linger on the now crowded wharf boat, where, with the friends of those happy mortals on the steamer, I prepare my handkerchief for a salute; a final wave and it may be a signal of still more tender nature to a bright-eyed lassie who is even now attracting my attention with her handkerchief. The final bell has sounded. The Saint Paul is under way; a hundred handkerchiefs waving, answered by a hundred more from the wharf boat. Adieu. No! An an revoir, for surely I shall the next trip enroll myself on your passenger list, and once again enjoy your hospitalities, the kindly attentions of your gentlemanly and efficient officer, trip the light fantastic to your excellent band's sweet music, and, if provided, and chosen, the happy journey ended, bid me away to the embowered shores of lovely Minnetonka where the cool breezes from lake and prairie will serve to make me forgetful of the discomforts now ever present with your all but half-roasted correspondent.

Suit Ended. The well-known suit of the Northwestern Fuel company against the Burlington Cedar Rapids & Northern Railroad company, in the United States circuit court has been disposed of. The first day of the trial was taken up by the court listening to arguments by counsel on objections to the admissibility of evidence. Judge Miller declined to render a final decision on the points raised and concluded to hear testimony on the part of the plaintiff. The testimony on the part of the plaintiff was concluded the court intimated that the testimony failed to prove a breach of the contract. A motion was then made for a verdict for the defendant but the plaintiff preferred to take a nonsuit which was allowed, and the plaintiff was given till December 1 to move for a new trial to be submitted on written arguments to Judge Miller. All attachments were vacated and all the property attached released.

Rail Notes. Mr. Fee, of the Northern Pacific, is still in the East. Gen. Sanborn, of the Northern Pacific, is still east.

The river division train yesterday afternoon was forty minutes late.

Mr. Mohler, general freight agent of the St. Paul & Manitoba road, left last night for Winnipeg.

The reports received from all along the Northern Pacific are that the weather is cloudy and cool.

The children of the Catholic orphan asylum went out to Minnetonka yesterday on an excursion.

Walter Clark, son of E. Clark, Jr., general freight agent of the New York Central road, is in St. Paul.

The report all along the St. Paul & Manitoba road is to the effect that the weather is splendid for wheat.

Mr. G. K. Barnes, general passenger and ticket agent of the Northern Pacific road, will probably be back to-day.

Hanlan, the oarsman, has accepted the invitation of the St. Paul & Manitoba road, and will make his headquarters at Hotel Lafayette.

C. B. Wright, of Philadelphia, formerly president of the Northern Pacific, is in St. Paul. He will remain here two or three days, when he will leave for Tacoma, Washington territory.

The State line steamer Nevada arrived at New York Wednesday last, and the passengers for the Northwest left the same evening over the Grand Trunk and the Baltimore and Ohio road.

The special of the Chicago, Burlington & Quincy and the Burlington, Cedar Rapids & Northern, arrived on the Sioux City branch, with a party of people on board and went direct on to Minnetonka.

Hereafter the trains from St. Paul and Minneapolis to Deadwood via Pierre, D. T., will be \$46.75 in first class and \$43.30 on second class; to Deadwood via Sidney, D.

T. \$50.50 for first class and \$41.25 on second class. Rates from Stillwater will be eighty cents more than above.

Winnipeg Free Press, 17. Mr. Ross, the contractor for the grading of the Manitoba & Northwestern road, from the present end of the track to Minnedosa, has commenced work in earnest, and is determined to have the work completed by the 10th of September. Already some 200 teams are at work, and it is understood that a part of the grading outfit will be sent to Minnedosa at once in order that the work may proceed from each end. Farmers' teams are being hired all along the line and in a few days there will be a small army at work.

Winnipeg Times, 16: On Saturday Langdon, Sheppard & Co. laid four and one-half miles of track. The road is now within seventy miles of Calgary, while west and east of that point the North American Construction company is working with over 2,000 men. The C. P. R. engineers are engineering to circumvent the tunnel, forty-three miles from the summit of the mountains. That job would demand at least eighteen months' work. It is a tunnel half a mile long, piercing a range of coteaus the rock in which appears to be a sort of natural cement, harder and more difficult to handle than any granite.

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THE FIRST.

The Regiment Fairly Encamped at White Bear—The Boys in Excellent Spirits and Determined to stand by the Old Flag—Notes From the Tented Field.

At 9:30 yesterday morning six companies of the First regiment of Minnesota Guards marched from the St. Paul armory to the union depot, led by the regimental band and drum corps. The six companies being C, D and E of St. Paul, F of Fergus Falls, G of Red Wing and H of Litchfield, moved down Third street in column by platoons and marched well, though the glistening helmets did show some irregularities of line. The improvement in appearance of the battalion from all the companies being uniformed alike was commented upon by spectators on the streets who remembered the appearance of the first battalion last year or saw the second regiment at New Ulm last week with its varied company uniforms. At the union depot the six companies, after some delay were placed on board cars of the St. Paul & Duluth road, and at 10 o'clock companies A, B and I came in from Minneapolis. As soon as these companies could change cars the train pulled out, and half an hour after the regiment was completed by meeting the Stillwater company at White Bear station. Here the regiment was reformed in line and marched at once to the camp ground, situated a few hundred yards northward from the Williams house, in a cleared grass field about opposite Spirit island bridge. The regiment was halted and faced into line in front of the camp, and as it marched up, showed a good deal of inequality in marching and in coming into line. Orders were at once issued for guard detail, and the companies dismissed to their tents, where most of the men were for some time busy organizing messes and otherwise making ready for camp life.

Guard mounting was the first display of the pomp and circumstance of the new military town. The guard details, including commissioned and non-commissioned officers numbers fifty, there being forty-two men to stand guard for twelve hours, in the relief of fourteen men each. The officers of the day and officers of the guard are also detailed for only twelve hours, the object being to extend the instructive practice of guard service throughout the regiment in the course of the week. The officer of the day yesterday was Capt. Bean, commanding, with Lieut. Pusch, of the same company, for senior officer of the guard, and Lieut. Estes, of F company, for junior officer of the guard. The guard mounting did not present a favorable exhibit of the training of the men, but it is to be remembered that only a few of the detail had yet had any practice of the kind.

After the guard mount the putting of tents in order and preparations for dinner and eating the same occupied an hour or two, when the regular routine of the camp was taken up. The daily routine of the camp, as established by orders of Col. Bend, commanding, is as follows:

5 a. m.—Reveille. 5:30 a. m.—Company drill. 6:30 a. m.—Battalion drill. 7:30 a. m.—Breakfast. 8 a. m.—Morning guard mount. 9 a. m.—Second battalion drill. 12 m.—Dinner. 3 p. m.—Inspection of quarters. 5 p. m.—Officers' school. 6 p. m.—Supper. 7:30 p. m.—Regimental dress parade. 8 p. m.—Company drill. 10 p. m.—Tattoo. 10:30 p. m.—Taps.

Visitors will be admitted to the camp without hindrance at any time between 5 a. m. and 10 p. m. Those who wish to witness the dress parade and guard mount the most attractive display of the day can do so by taking the 1:15 p. m. train from St. Paul and return to the city at 10:15 p. m.

On dress parade last evening the regiment formed in line much better than in the morning and the parade passed off quite smoothly. The exercise in the manual of arms showed that the new companies have already been pretty well drilled in the handling of their guns. The guard mount in the evening was a great improvement on that of the morning, the company details coming into line in better style and promptly, and the inspection of arms was a little more briskly gone through. In the marching evolutions of the guard, the first platoon wheeled nicely, and the second did fairly on its second turn, but badly at first. Here the band, or the drum major, was secured with and for its second mistake of the day.

The detail of officers for last night was: Officer of the day, Capt. Blakeley, of E company; senior officer of the guard, Lieut. Mitsch, of D company; junior officer of the guard, Lieut. Estes, of F company. The detail for to-day is as follows: Officer of the day, Capt. Harrison, of A company; senior officer of the guard, Lieut. Quince, of E company; junior officer of the guard, Lieut. Morgan, of B company. Capt. Wright, of C company, will go on as officer of the day this evening. Blakeley, having taken the place last night because Wright had just arrived from New York and needed rest after his long journey.

At 10 p. m., according to orders and usual regulations of camp life, our lads in blue, except the guard detail, were all supposed to have retired to their tents. It was understood that the colonel intended to strictly enforce camp rules and those who violated them might expect a day or two in the guard house or at labor in cleaning camp. But nevertheless there were some who wanted to hear the music and join the dance at Ramaley's pavilion, and there were others who wanted to explore the village and inquire the price of lemons and pop away from the sutler's stand, and shortly before the train pulled out for St. Paul at 9:40 a score or two of the boys were seen far enough from camp to wonder if it differed whether they were in camp at 10 o'clock.

About 9 o'clock one of the artillery pieces was brought out by a freight train and unloaded under direction of Capt. Burger, State military store keeper and captain of ordnance on the governor's staff. Shortly after it was moved out to camp under Quartermaster Metzger. In camp the big gun will be in charge of Sergeant Sawyer, late of the Twenty-fourth Infantry, who formerly served in the Second U. S. artillery, and is a careful and competent gunner. The gun will be used for firing once morning and evening each day, and for firing the governor's salute Tuesday next, when Gov. Hubbard and staff will visit the camp for reviewing the regiment.

Col. Bend last evening complimented Capt. Burger on his zeal and efficiency in providing for the camp, he having brought the guns from New York and had them in camp at 10 o'clock.

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