

Daily Globe

Official Paper of the City and County

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THE DAILY GLOBE.

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ST. PAUL, SUNDAY, AUGUST 12, 1883.

AFTER a long spell of even temperature and freedom from rain the front door of dog days stands as yet upon its hinges.

OLD residents down East aver this is the greatest grape bearing year in that section of the country they have ever known. How this news makes the mouths water for the luscious Concord, Isabella and Catawbas.

The Indianapolis bank troubles have been happily bridged over, and the First National has resumed business with a doubled capital. It is a little singular, however, that the dispatches have as yet given no reason for the trouble, and the new managers of the bank do not seem to be inclined to talk about the matter.

The sublime port of Turkey by refusing to let a British line of steamers sail up the rivers Tigris and Euphrates was threatened by the English consul at Bagdad with the presence of the British fleet to enforce British claims, and was in consequence so far backed down as to withdraw his embargo on the Euphrates, though he sticks to the lookout on the Tigris.

The buildings on the site of the new hotel were sold yesterday, and work will be in actual progress the current week. The new syndicate block on Sixth street, from Jackson to Robert, directly opposite the hotel, is assuming shape and will reach completion in advance of the hotel. The center of business is being rapidly located in St. Paul.

The Knights Templar of California are making the most elaborate and magnificent preparations at San Francisco for the reception of the different commanderies of the United States at the coming octave. That they will make the occasion one of royal splendor, no one can doubt, who met them at the conclave at Chicago three years ago, where their uniform and outfit were the cynosure of all eyes.

The protection of buildings by lightning rods is now on a fair trial in this city at the expense of the state. In fact the bolts are especially invited to tackle the bunch of corrugated iron which surmounts the dome of the capitol, from which they will find no direct line of metal communication with the earth, from which they are always sure to make a final carom on in their terrestrial trips and that regardless of expense.

We are compelled to go to press this morning without an account of how President Arthur conducted himself on his ride across the country to the Yellowstone park, and how many trout he succeeded in landing when the party stopped for the night. But perhaps the next surprise in store is a thrilling description of how his excellency, by a well-directed shot, toppled over a buffalo bull that was leading his herd on a terrible raid over the prairies.

The financial gloomists have reckoned up and find this date is just ten years after the disaster in 1873. But they forget it was formerly the banks and the currency which were a constant source of danger in depressions caused by a sudden and violent overthrow of credit after too great inflation, and that those elements are now comparatively stable, as evinced by the great strain on the eastern banks, caused by the extensive leather and shoe failures, not one of which has collapsed.

The microscopists of the country held their session in Chicago last week and the attendance was large and extended. They appear to have gone into the minutia of matters pretty thoroughly, judging from the following editorial comment of the Inter Ocean:

It looks like the microscopists had made a mistake in not having the papers chosen for their opening session set down for a strictly private hearing, where it might have been discussed with closed doors. It is unpleasant for ladies attracted to their meetings by the reputation of this learned society to be compelled to retreat because men are introduced hardly fit for a mixed assemblage. If the paper and discussion of yesterday are a fair sample of what is to follow, it would be better for them to placard the door to their hall: "For men only."

The cholera scare in Europe appears to be without good cause. As far as heard from there has not been a single case of well-defined Asiatic cholera on the continent of Europe, and with the existing quarantine regulations there is not the slightest danger of its introduction. The cases reported as cholera that have proved fatal in England, turn out to be merely aggravated cases of cholera morbus, such as occur in every community each summer. The disease is subsiding in Egypt, and will probably not cross the Mediterranean, at least until the season is so far advanced as to render it practically innocuous.

THE DECADENCE OF THE EASTERN MANUFACTURERS.

The existing commercial distress at the east is not an indication of "hard times" as popularly known, but rather an outcome of a system of conducting business that has been long demonstrated as exceedingly dangerous. The leather failures in Massachusetts were due in large extent to the persistence of the eastern manufacturers in presuming that Salem, Lynn, Attleboro, and Brockton and other provincial towns in the old Bay state were the only places where boots and shoes for the custom trade could be manufactured. While the manufacturers in these places have been doing and dreaming, the industry of which they have thought they had a monopoly has obtained a foothold in the west, and to-day Chicago manufactures more boots and shoes than the whole of Massachusetts, while St. Paul can equal in the value of her manufacture that of any of the boot and shoe

AMUSEMENTS.

This is an emphatically an age of transition; time gallops; what was new yesterday is old to-day and forgotten to-morrow. The busy prompter on the great stage of human action rings on the scenes in quick succession, and woe be it to the wight who is not up to his lines, for the invisible, relentless hand which manipulates the strings of the moving panorama will admit of no negligence or delay. In no department of life is the spirit of change more apparent than in that branch of art known as the drama. Within the memory of the writer, and the hair is still tolerably thick on a not yet venerable head, the announcement on the bill board of the production of a melodrama was sufficient to pack any first-class theater. Since then, when a change has pervaded the precincts of Theatres, now, today the good old fashioned melodrama has fallen into the sere and yellow; the voice of the leading heavy has somehow lost its old familiar ring, the disguised prince in the big whiskers, top boots and slouch hat doesn't seem to impress us as was his wont, and even the sanguinary death struggle, and the rattle in the throat of the victim have lost a portion of their charm. There is a lack of enthusiasm or approbation for the robust, and if it must be said manly and swift retribution of those days, when the throat of the villain was soon in the clutch of the more robust hero of the play. All this has changed; the sword of the avenger has gone to keep company with the clanking spur of the refugee and both form the nucleus for the web of the massed roof of the modern drama. It is no longer a rather choice in his habitation now-a-days for where will he find the garret of our fathers with its stringers of clothes and aromatic dried apples and other things so dear to us on the rainy afternoons of long ago. The firm, manly clutch of the hero has given way to the pink and white, soft-handed and silky caress of the stage dude, whose chief fort lies in make-up and judicious harmony of attire, from the dainty tights that adorn his candle-moon legs and the accented tip of his too-pick gaiters to the terra-cotta shades of his gloves. This is the creature of the society drama; he delights in platitudes, moonlight saunterings, starchy vistas, and so on, but he has no time for the storm cloud, the electric flash of the soul as it blazes with indignation and passion. In all this, however, there is one consolation. Soon the dramatic undertaker will take him from his perch and lay him on the shelf, where, with an innumerable collection of defunct accessories, he will moulder away, while over the remains will be raised a job lot head board bearing the inscription *his jacket*.

During the week just closed the amusement patrons of St. Paul have been entertained with a touch of melo-drama as illustrated by the Jay Rial combination. The first four nights of the engagement were devoted to the presentation of Colville's drama "Taken From Life," which was witnessed on the several occasions by fair sized audiences. It came heralded as a drama of intense human interest, but the promise was not altogether redeemed. The fault was not so much with the company as in the character of the play which is lacking in some of the essential qualities which tend to enlist universal sympathy, and besides it is a drama, which requires the most elaborate mounting. Why so clever a company should make this their principal play in their repertoire, is difficult to understand, as there are a dozen stock plays which are quite as interesting, and which afford a better scope for the display of the dramatic ability of the troupe.

On Friday night "East Lynne" was substituted, and the change was a wise one. Although not the most wholesome fabulism, as a steady diet, the play possesses strong elements of interest, and it was most acceptably rendered by this company. "East Lynne" was given at the matinee performance yesterday to a fashionable and appreciative audience, the mountings and costumes being elegant, while the several roles were admirably enacted. Last night the engagement closed with Tom Taylor's standard drama, "Ticket-of-Leave-Man," and it proved the most enjoyable performance of the week. Miss Rial appeared to especial advantage as May Edwards, the true hearted heroine, and the Bob Brierly of Mr. Duffield was given with power and feeling. Mr. Spencer made a respectable Halsey, and Mr. Winter gave the complex character of Dalton with the requisite finesse. As Sam, Miss Brandon played with graceful abandon. Jennie McClellan was good, as she most always is, and not to forget the mass of Stockwells and the remainder of the cast which was acceptable. The drama was given to a good audience.

The most popular and pleasing Sunday programme yet offered by the Manitoba railway, lake steamers and Hotel Lafayette has been arranged for this afternoon, when the popular Chicago Ideal Opera company will appear in the grand *salon* of the Hotel Lafayette in a popular programme of secular and sacred song. The well known ability of the principal members of this company on the concert stage is unquestioned. To-day the principal artists will be assisted by the full chorus and orchestra, and a programme such as was never enjoyed here before may be looked for. Mr. H. H. Thiele, the conductor of the company, has composed a march for this special occasion which he intends to dedicate to Mr. J. J. Hill. The Manitoba double track will run special trains which leave St. Paul at 9:30, 10:30 a. m.; 1:30, 3:30 and 5:30 p. m., leaving for the city at 12:45, 4:45 and 8:45 p. m. The Ideals go out at 11 a. m. via Wazymata and steamer Belle of Minnetonka and return on the 8:45 train, so that the singers will have a full day's enjoyment.

Footlight Notes.
The Opera house will remain closed for two weeks, starting from last night, unless perhaps engagements may be made with traveling combinations to fill in a portion of the gap.
Commencing with Monday evening, the 20th inst., Mile Rhea, the distinguished Belgian tragedienne, will play a round of her best characters. Since her last appearance in St. Paul Mile Rhea has met with great success, and her impersonations are said to be marked by fine grace and finish.
Her engagement is running full week and most enjoyable and successful season is predicted.

Dramatic Notes.
Forepaugh's circus is doing New York state.
Tony Pastor opens at the Olympic, St. Louis.
Sells Bros' circus is playing in eastern Indiana.
Maud Granger's company is on the Pacific coast.
The Burr Robbins circus is showing in southern Illinois.
The Grand Opera house, New York, has booked Kate Claxton for the 27th inst.,

followed by "Hazel Kirke," Barrett and Mrs. Langtry.

Kate Claxton opens her season at Tannin, Mass., Aug. 27.

Janaushek closes her season at Kansas City on the 29th inst.

Van Amburg's show appeared at West-side, Minn., last week.

Rose Marley, the actress, was buried in Greenwood cemetery last week.

The husband of Alice Oates chastised a rival at New Orleans last week.

The Standard theatre, New York, will open Sept. 3, with the "Merry Duchess."

Miss Oher, while in Europe, secured several new operas for the Boston Ideal.

The Standard theater, St. Louis, opens September 8 with "The Power of Money."

Mary Anderson opens in London with "Ingomar," and Lawrence Barrett with "Richelieu."

The Hees Acme Opera company did a poor business at Denver, Col., the last week in July.

Marie Prescott will appear at the Union Square theatre, New York, on the 20th in her drama of "Vera."

The Boston Theater company are playing "Youth" to large audiences at McVicker's theatre, Chicago.

George Fawcett Rowe, has written a piece called "Freedom," to be brought out shortly at Drury Lane.

The George Edgar company commence a two weeks' engagement at Hooley's theatre, Chicago, the coming week.

Rose Eyttinger's repertoire for next season includes "A Winter's Tale," "Felicis," and "A Woman of the People."

One scene in "Vera," to be played by Marie Prescott at the Union Square theatre, will consist wholly of gold tinted satin.

"An American Marriage," a four-act play by Celia Logan, produced at Providence, R. I., last week, was not a pronounced success.

Work on the new Opera house is progressing rapidly; the trusses were placed in position last week, and the roof will be put on the ensuing one.

"The Silver King," with Osmond Tearle in the leading role, and a strong cast, commenced a four weeks run at Haverly's Chicago Inter-Ocean last week. It is a melodrama of intense power and interest, and is drawing large audiences.

"A Mountain Picnic" is the name of a bright and breezy society drama by Mr. Elwin Barron, dramatic critic of the Chicago Inter-Ocean. It was produced recently at the Grand Opera house, that city, and is meeting with a delightful and enthusiastic reception. It is understood that Mr. Barron has written another drama of more pretentious scope, which is looked for with great interest.

The London people have fallen down to worship Mary Anderson, and the Court Journal goes into raptures over her beauty. "Her face," it says, "is of the soft rosy whiteness which gives such immense value to dark eyes; her hair of the brightest gold, and the expression of the countenance that of the purest and most childlike intellect. Never was the realization of the poet's ideal in 'The Dream of Fair Women' so completely illustrated as by this new beauty."

J. H. Haverly has already four companies forming, and his name will resound throughout the country as of old. There are two Silver King and two Mastodon companies. The Silver King companies are very nearly complete, and there are to be no names, numbers or letters to distinguish one from the other, as each is expected to be equally good. Eleanor Carey and Walter Bentley are engaged for leading business in one, and Etaka Wardell for the other, a leading man to support her not having been secured.

Musical Gossip.

Much has of late been said concerning John Howard Payne, the author of "Home Sweet Home," but it is not generally known from whence came the entrancing melody which has become so inseparably connected with, and was so instrumental in making the poet's lines famous. The melody was written by "Donizetti," the composer of "Lucia di Lammermoor," etc., and was sung by "Giulia Greisi" in the last scene of "Anna Bolena," as early as 1834. She was one of the greatest sopranos of the eighteenth century.

The name of "Jenny Lind" is too well known to make it necessary for explanation as to who or what she was. But a few points concerning the great Swedish nightingale may prove of interest to our readers. At the age of three years she was able to repeat with great accuracy any melodies she heard. Having been taught a few lessons, she attracted the attention of a few well known actors named "Fran Lundberg," who, charmed by her silvery tones, became her patron and help. After studying sometime with Crolius, a teacher well known in Stockholm, Sweden, she so thoroughly impressed him with her great ability that he took her to see "Count Pucke," the manager of the court theater of that city. He was a rough and imperious man, and when the poorly clad and unadorned looking nine year old girl was introduced for his inspection and favor, he said: "What shall we do with such an ugly creature? See what feet she has; and then, her face! She will never be presentable. Certainly we can't take such a scarecrow." After having sung for him, he repented his uncomplimentary remarks, and placed her under the special tuition of the director of the opera classes. All went well up to her twelfth year, when in her brightest moments, suddenly her voice left her, and for four long years she lived in hopes of regaining it, when as unexpectedly as it left her it did return. She was assigned the minor part of Alice in the opera of "Robert le Diable." When appearing upon the stage she shook with nervousness, and as the notes of her voice burst forth with such beauty and fullness the audience were carried to the highest pitch of enthusiasm. You all know her from that eventful evening.

It may be encouraging to those who are struggling day after day to perfect themselves in the art of singing, to learn that some of the brightest stars of the operatic world made themselves great by their indomitable energy and pluck. Mention will only be made of one, "Giambattista Rubini," born at Bergamo in the year 1795, who at the age of 12 made his debut in one of the theatres of his native town in a woman's part. He afterwards sat at the door of the theatre between two candles holding a plate in which the admiring public deposited their offerings. He next played the violin in the orchestra between the acts of comedies, and sang in the choruses during the operatic season. He was quite unnoticed except as a musician among the rabble until an accident attracted attention to his talent. A drama was to be produced in which a very difficult cavatina was introduced. The manager was at a loss for one to sing whereupon Rubini offered his services. He was given the part, and thereafter got numerous opportunities to travel with wandering companies. He was in-

debted to no special technical training except that which he received through his own efforts, and the practice of the lyric art in the companies with which he traveled, but by sheer genius as a singer, without a vestige of dramatic ability. With a mean countenance, awkward figure, very undignified carriage, he raised himself to the very highest place in contemporary estimation. It is said that the immense power, purity and sweetness of his voice have never been surpassed. His chest range it is asserted by "Fetis" covered two octaves from C to F, which was carried up to F, in the *voce di testa*, and he managed the transition to the falsetto with such consummate skill that the most delicate and alert ear could not detect the change in the method. The secret of this peculiarity of vocal machinery began and died with him. He passed away in 1852, leaving the largest fortune ever amassed on the stage.

Manager Hastings, of the Bijon theater of Boston, has received a new American opera-balletto by Will F. Sage, of that city; music by the well known pianist and composer, Colia Lavallee. The balletto is bright and witty, being a satire on the Indian question; Indians, commissioners, United States soldiers and missionaries are the principal personages in settling this much mixed question. It will be produced in Boston this season. The Musical Courier, from which this is taken, says: "Mr. Lavallee is so excellent a musician that no doubt is expressed about the merit of the work."

The capturing of the first prize of the society of composers in Paris, 3,000 francs, by "Mme. de Grandval," is another evidence that women are coming to be known as something more than mere interpreters. They have long since been recognized among the first as pianists and singers, but have not as yet taken rank as originators, and the frequent mention of some solid work by a talented woman is only a forerunner of what we may expect in the future.

Edward Solomon, the composer of "Billie Taylor," is bankrupt, owing over \$10,000, with assets \$1,200. He has written a new comic opera called "Pocahontas" for Lillian Russell, libretto by Sydney Grundy.

Sig. August Trinchieri is compiling a biography of Franz Liszt, the great pianist and composer.

Clara Louise Kellogg will give farewell performances in this country the coming season.

Sir Arthur Sullivan has returned from "Carlsbad" much restored in health.

BEAUREGARD.

The Ex-Confederate Visits Chicago and Is Interviewed—He Is Sick of Politics and Only Wants Prosperity for the South.

[Special Telegram to the Globe.]

CHICAGO, Aug. 11.—Gen. P. G. T. Beauregard was at the Leland yesterday, and left on the evening train for New Orleans. The general has aged very much in the last few years, and his hair and mustache are almost snow white. He seems, however, still quite vigorous. To a reporter he said that he had been taking an airing at the various Wisconsin watering places, and had enjoyed himself very much, he having met a number of people from home. He would return north in two or three weeks to make a trip over the Northern Pacific along with all the rest of the world. He spoke quite hopefully about the future of Louisiana, especially New Orleans, and said that the Texas Pacific & Mexican National which was being rapidly pushed forward, to make New Orleans the outlet of a grain trade. The deep water which was being obtained at the mouth of the river would enable the larger vessels to come up to the city and there was no reason why a large proportion of the wheat and corn crop should not be shipped from that port. The state had suffered considerably this year from cravasses and the present system of Mississippi river improvements would have to be extended and carried forward. In the demand for this all the states washed by the river would join, as their interests were all closely bound up in this question. The general further said that people of Louisiana were sick and tired of politics. They had had enough of that. What they now desired was material prosperity.

CRIME.

A Cattle Thief in Colorado Lynched by Cowboys—The Daily Calendar of Cussedness.

MORDED, SHOT AND HUNG BY COWBOYS.

DENVER, Col., Aug. 11.—The Republican at Canon City says L. E. Walker, charged with cattle stealing, was forcibly taken from the sheriff about midnight last night by an armed mob of cowboys, shot to death and the body hung from the timbers of a bridge in the suburbs of the town. Walker was returning from a successful visit to Salida, where he had been accompanied by the sheriff, to secure bonds for his appearance before the grand jury. The whole country is terribly excited, and measures have already been taken to apprehend the murderers.

KILLED BY A POLICEMAN.

CHATTANOOGA, Aug. 11.—James Chast, keeper of a shooting alley, was instantly killed to-night by policeman James Bailey. Chast attacked the officer while the latter was trying to prevent two men from fighting and inflicted serious wounds before he was shot.

Griggs' Glycerine Salve.

The best on earth can truly be said of Griggs' Glycerine Salve, which is a sure cure for cuts, bruises, scalds, burns, wounds, and all other sores. Will positively cure piles, tetter and skin eruptions. Satisfaction guaranteed or money refunded. Only twenty-five cents. For sale by F. J. Dreis, corner Ninth and St. Peter street.

The Great English Immigration Scheme.

MONTREAL, Aug. 11.—George Stephen, president of the Canadian Pacific, on being interviewed regarding the imperial government scheme of immigration, said the cablegrams were so indefinite he could not understand it at present. He did not doubt, however, that the grand scheme was proposed and would be carried out.

Use Redding's Russia Salve in the house, and Redding's Russia Salve in the stable. Try it.

Obituary.

DAVENPORT, Ia., Aug. 11.—Hon. John W. Thompson, mayor of Davenport, died this morning, aged sixty years. He served in both houses of the Iowa general assembly, and was a delegate to the Republican national convention in 1860 and 1880.

In the Canadian Waters.

MONTREAL, Aug. 11.—The American frigate Bandala is now cruising in the Gulf of St. Lawrence and there is some excitement here as she is expected to pay the harbor a visit after the 16th inst. Citizens propose getting up a grand entertainment for the officers.

A rural Kentucky paper contains the following advertisement: "We have on hand a complete assortment of the best sewing machines, the best pumps, the best washing machines and the life of George O. Barnes, the noted Evangelist. Give us a call."

RAIL AND RIVER.

All Along the Line.

Mr. M. C. Dixon, the general northwestern passenger agent of the Chicago, Milwaukee & St. Paul road, returned yesterday from his trip to the Pacific. He went over the entire line, including the staging station between Helena and Missoula, to Portland, Oregon. Thence he went to Puget Sound, to Victoria in British Columbia, stopping at Seattle, Washington territory. He declares that Seattle is the most enterprising place he saw while he was absent from St. Paul. It has a splendid harbor that will accommodate the largest vessels. The town is booming wonderfully, and real estate is held twice as high as it is in St. Paul, and even worse than that. It is located on the side of a mountain covered with pine, and one set of streets run parallel with the way and are beautifully wooded. The other streets which run at right angles with these are as steep as Ramsey street as it rises to Summit avenue. The people, Mr. Dixon says, are all keen, bright and active, and look like eastern people. The inhabitants of this town do not rely upon agriculture, but depend upon her commercial position, which they think is of more importance than Portland, which is 120 miles up the Columbia river and two miles up the Willamette. There is a bar at the Willamette which greatly interferes with the navigation of the stream, and interferes a good deal with boats going to Portland. The country is stocked with immense quantities of pine and fur, and good coal. The stage route from Helena to Missoula was, by way of Deer Lodge, 135 miles until last Monday, when they began running trains east from Missoula to Cranston, and west from Cranston to the distance to about 100 miles. The iron road was laid when Mr. Dixon left to a point forty miles east of Missoula, and at that time a gap of only sixty miles was left to be completed by Sept. 8, the date of the driving of the last spike. Most of this sixty miles is graded all ready to lay the iron and put in the bridges.

Mr. Dixon says Victoria is a beautiful city, and that it is built on a solid and substantial manner with brick and wood. The dwellings are surrounded with shade and fruit trees, and the roads in the vicinity are as solid and substantial as any turnpike west of Ohio. The inhabitants do business in a quiet way and only between the hours of 9 a. m. and 4 p. m. Though Victoria is further north than Winnipeg, there is no snow there to speak of. Plums, peaches and apples grow in the greatest profusion. Mr. Dixon was greatly pleased with his trip and the wonderful variety of scenery.

What the Railroads are Doing.
[Eau Claire News, Aug. 11.]
A party of surveyors, in charge of Engineer Hotchkiss, arrived here on Monday for the purpose of surveying a line from this city to Chippewa Falls for the extension of the Eau Claire branch of the Milwaukee & St. Paul road to that point. The party has been engaged in running preliminary lines during the week, but the route to be chosen has not yet been determined upon. It will probably run up the east side of the Chippewa to a point on the Dells dam a little below Mount Simon, where it will cross the river, run across Frank Moore's farm and recross the Chippewa near the mills of the Dells Lumber company. From thence it will follow up the valley touching the mills of the Lafayette, Badger State and French Lumber companies. Just below Chippewa Falls it will again cross the river and run into the heart of the city. It is possible, however, that the lower end of the line may run on the west side of the Dells pond, in which case a spur will be built across the dam to the paper and pulp mill. The intentions of the C. M. & St. P. company have not been made known, but it is expected that this new extension will be soon permanently located and work begun so as to have it done before winter.

The Omaha company has about completed the track laying between this city and Chippewa Falls, and its bands of steel now cross the Eau Claire with Superior and Astoria. The ballast is at work and the whole line will soon be ready for business. In the meantime an express passenger and a mixed train are in operation over the whole route, the track of the Central being used from Eau Claire to Chippewa Falls. The first express left the Omaha depot on Monday on the arrival of the eastern train, returning in time for the evening train. The passenger connection will be made here, and passengers for Duluth and Superior will find this the quickest route. Already the new route is extensively patronized by tourists and hunters, as well as men of business.

The surveyors of the St. Paul & Chicago Short Line have been encamped in the vicinity of the upper end of Half Moon lake for some days. The party is engaged in making preliminary surveys for the purpose of finding the best route through the city for the new road between Red Wing, Minn., and Chippewa Falls. The Chicago & St. Paul Short Line company was organized several years ago for the avowed purpose of constructing a road from St. Paul down the east bank of the Mississippi to a point in southern Wisconsin and thence to Chicago, Mr. A. B. Stickney being the leading spirit. Mr. Stickney is now with the Minneapolis & St. Louis (controlled by the Rock Island Co.) which has already been authorized by the state legislature. The party is making a permanent location of the line down the east bank of Lake Pepin, there is scarcely a doubt that this new road will be opened to Eau Claire in the near future.

A force of surveyors in the interests of the Milwaukee & St. Paul Railway company commenced a survey yesterday from their depot running a line to the east side of Forest street, from thence to the pulp paper mill and on to the Eddy mill, where it is supposed they will bridge the river. The company is trying to get the right of way in that direction and a prominent business man on the north side informs a representative of this paper that they will unquestionably be successful in securing the right by next week on terms that will be satisfactory to all interested parties.

Over the Rockies at Last.

[Helena, M. T., Herald, Aug. 8.]

Yesterday the first Northern Pacific train to cross the main range of the Rocky mountains passed over the overhead line. It consisted of a locomotive with five loaded cars. They made the trip with ease, showing the overhead line to be perfectly practicable and a thorough success. This is the highest point on the Northern Pacific between St. Paul and Portland, the altitude being about 6,000 feet. Helena is now connected by rail with the Pacific slope.

The preliminary survey of the projected Northern Pacific branch to Wickes was completed yesterday. No official report has yet been made by the engineer in charge of the party, but it is understood that the route has been found to be one of ordinarily easy grades and quite practicable. It is reasonably certain that we will have a railroad in operation to Wickes before snow flies.

The plans of the Helena passenger depot of the Northern Pacific have been revised. Those who have seen the plan that it will be the finest passenger depot

on the road between St. Paul and Portland. It will be of brick.

Rail Notes.

The new elevator in the Northern Pacific building will be in running order to-day. S. K. Hooper, of the Hannibal & St. Jo, is in St. Paul for two weeks, and during that time he will visit the lakes.

Mr. Odell, assistant general manager, is engaged in making a through time card for the Northern Pacific, to go into effect on the 26th.

The members of the Chicago Ideal Opera company will be at Minnetonka to-day. The trains will leave for the lake at 9:30 and 10:30 a. m., and at 1:30 p. m.

Railroad officials in St. Paul have received information of the completion and opening for through traffic of the Winchester division of the Kentucky Central railroad.

The Northern Pacific road has received some splendid specimens of wheat from the northwest, which indicates that the crop will be a very great deal larger than was expected.

A. C. Bird, general freight agent of the Chicago, Milwaukee & St. Paul road, and W. Knight, general freight agent of the Wabash, St. Louis & Pacific railway, with headquarters at St. Louis, returned yesterday from a trip over the Hastings & Dakota road, and left for the east last night on the 7:45 train for home.

Information was received at the office of the Chicago, Milwaukee & St. Paul road that the construction staff has commenced going forward for the completion of the Chicago, Milwaukee & St. Paul branch from Oshtobio to Spirit Lake. The distance is about four miles. It is all graded and ready for the ties.

Sioux City Journal, Aug. 10: At the next meeting of the council an ordinance will be presented granting the Milwaukee company right of way from the east line of the old city across the annex to the present eastern boundary. This right of way is between Second and fifth streets on the tier of blocks bought by the company last spring. The company will also ask that certain parts of streets lying between some of the blocks purchased be vacated. When this right of way is granted the company will begin grading down Second street as far as the Floyd. There is some rumor that the grading will not stop at the Floyd, but will go on as far as possible this season, that one of the three surveys made two years ago has been adopted, and that everything is fixed for a forward movement.

The River.

The Sidney will be the boat for St. Louis to-day.

The Keokuk went down and brought up the freight and passengers of the Minneapolis yesterday.

The river showed two feet seven inches yesterday morning, but rose to two feet nine inches by 4 o'clock in the afternoon. As it rained last night it will rise still more probably.

The Grand Trunk.

ST. ALBANS, Vt., Aug. 11.—At a meeting of railroad officials, representing the Grand Trunk, Central Vermont, Northern Concord and Lowell railroad, was held here to arrange for a fast freight and passenger service between Boston and Chicago. The arrangement goes into effect in forty hours. No new developments in financial matters. The people are waiting now for the sale of the South Eastern and a statement from Brainard.

LATE MINNEAPOLIS NEWS

Last evening Officer Bradley discovered a man lying prostrate in the excavation of the Side block on Nicollet avenue. Supposing him dead, he summoned the patrol wagon, but upon going to him found that he was simply dead drunk, and had evidently fallen headlong into the hole while walking past.

Last evening a woman of questionable character was attacked and knocked down by her male companion, also of questionable character. Her screams attracted the attention of Special Laman, who ran to her assistance, when the man took to his heels and escaped in the darkness. No damage further than a black eye and a soiled dress.