

The life of Queen Victoria is to be written by Miss Keddie, a Scotch woman.

Mr. Blaine is quoted as saying that if Governor Butler is re-elected in Massachusetts, he will inevitably become the Democratic nominee for President and will be elected.

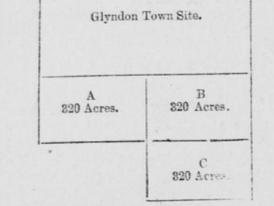
The Kimball House which was burned at Atlanta cost \$800,000, and it took only an hour to reduce the noble pile to ashes. The disaster is to be promptly repaired by the erection of a new Kimball fully as costly and magnificent as the old one. This is an instance of courage and enterprise that is pleasing to witness.

The current issue of Harper's Weekly has a fine, full page illustration of the Villard arch of welcome in St. Paul, which was erected at the corner of Third and Cedar streets. This is accompanied with comments entirely devoted to a description of the celebration in Minneapolis. A more disgraceful display of unfair journalism was never made. Bill Washburn himself could not have made a messier exhibition of petty jealousy than does this. "Journal of Civilization." Frank Leslie also has a full page illustration of the same arch and a half page besides, showing the Northern Pacific arch on Broadway and a street view. Its description is not all that it should be, but is much more just than that of Harper's Weekly. Neither one gives the slightest illustration to Minneapolis. They ought to have put in Washburn's spavined darkey and ringbone horse as a sample of the procession in that city.

THE GOOD DEACON.

A correspondent of the GLOBE expresses surprise that the good Deacon Nettleton, of the Minneapolis Tribune, should be so unfair towards St. Paul in the conduct of his paper. It appears that the good Deacon, in some of his Sabbatarian moments has promised to be an honorable man and our correspondent has been sufficiently credulous to imagine that could be relied upon to keep his promise. We are surprised to find any one who is astonished because Deacon Nettleton does not pursue an honorable course toward St. Paul or anything else. It is not in his line of business. That is not the kind of goods he keeps in his shop. A fair sample of the good deacon's style of doing business is given in his celebrated real estate transaction in connection with the Glyndon townsite. To correctly understand it, we reproduce the following diagram:

Glyndon Town Site.



In 1873 the good Deacon Nettleton was connected with Jay Cooke and the Northern Pacific land department. He went to a New York gentleman, as a friend, and offered to sell him 640 acres of land adjoining the town site of Glyndon, Minnesota. The land was represented as belonging to his brother but to accommodate his friend he would dispose of it for sixteen dollars per acre. The good Deacon Nettleton offered to take it off the purchaser's hands at the end of four years with eight per cent. interest if the transaction did not prove satisfactory. Relying, as our correspondent seems to, upon the supposition that Mr. Nettleton was an honorable man, the friend bought the land at \$16 per acre and it was two years before he discovered that the deeds did not cover the land purchased. Nettleton contracted to sell the parcels adjoining the town site, marked "A" and "B" in the diagram, but his deed covered the land marked "B" and "C." Further investigation showed that instead of the land coming from his brother it came from Jay Cooke and Nettleton himself, and that he had bought the tract marked "C" for seven dollars an acre, and turned it over to his friend in place of the tract marked "A" at sixteen dollars per acre. Of course the good Deacon refused to make good his agreement to take the land at the end of four years at the purchase price, and his friend finally made a sale of the land after the lapse of ten years at a loss, including interest, of some \$15,000. This is a simple brick and why our correspondent, or any one else, should expect either honor or decency in the Minneapolis Tribune while it is conducted by such a man, is an mystery.

ARCTIC EXPLORATIONS.

The loss of the Arctic ship Proteus, notwithstanding the extraordinary precautions for her safety taken by the navy department, the American Geographical Society and the society for the Advancement of Science, ought to put an end to the idiotic if not criminal practice of sending men to certain death in the regions of perpetual snow and ice. The ignis fatuus of a northwest passage, by which the distance between the two hemispheres might be reduced in the interest of commerce has been abandoned. So also has been the quest for the bones of Sir John Franklin and his party. Yet almost every year expeditions are sent out from European and American ports ostensibly in the interest of science or geographical investigation, and year after year we have the unvarying result to chronic—hardships indescribable amid

a winter that knows no cessation, death in some of its most horrid forms, privation of the direct description, and eventual failure of the purposes of the expedition. The loss of money involved is a secondary consideration. The loss of human life which each successive expedition causes is a stigma upon civilization and a disgrace to what is misnamed scientific research. No man has the right to send another into a region where almost certain death awaits him in search of a chimera. If all the speculations of modern scientists regarding the arctic zone could be verified or disproved by a single expedition to the polar sea, the result would not compensate for the loss that has already been incurred in pursuit of the will-o-the-wisp that has made the ice floes of the north a fearful charnel house, where the bones of brave men lie bleaching in the light of the Arctic twilight. It should be made a criminal offense for any person or society to encourage exploration in a region where death holds carnival, and a government that fosters such enterprise should be denounced as encouraging murder and suicide.

REPUBLICAN DEFEAT CONCEDED.

The article which the GLOBE reproduces from the Spring Valley Vidette is fraught with significance. It is a Republican wall of distress from one of the strongest Republican counties in the state and is a virtual confession that Mr. Bierman will be elected Governor. The private information which the GLOBE has received from the counties named by the Vidette shows that the fears of that paper are not without basis. The inroads upon the Republican vote which are being made by Mr. Bierman are simply wonderful and tremendous. It is now only necessary to bring out the full Democratic vote to ensure success. Democrats everywhere should do missionary work to bring out their party strength. It is not chimerical to say that Bierman and Frazee can be elected. There are elements of disaffection among the Republicans which will bear fruit. The fact that the success of Gov. Hubbard means prohibition should not be overlooked. The battle against sumptuary legislation can be more easily fought this fall than ever again. The election of Mr. Bierman will end all movement for prohibitory laws.

THE FRENCH FAIR.

A Large Attendance Last Evening—Great Interest in the Exhibits. The attendance at the French fair, in progress at Market hall, last night, was the largest since the opening, and a very brilliant and animated scene was presented. The several bazars continue to improve in appearance also, and a choicer collection of articles for both use and beauty has seldom been witnessed. The voting last night was quite lively, and as the fair draws to a close the competition on the articles to be raffled becomes more intense and animated. The voting on the gold headed cane is especially lively, the vote of the several candidates last night standing as follows: Provencher, 109; Genois, 30; LeClaire, 25; Cornick, 33; Gibbs, 22; Douceman, 33. In the contest for the gold watch to be awarded to the most popular policeman Officer Brosseau is ahead. Mr. Swan has donated a handsome picture frame to be voted to the most popular young lady. The candidates are Miss Susie Metzoldorf and Miss Hattie Poirier. A beautiful guitar is also being contested for, the candidates being Misses Lesneux and Gervais. It will be awarded to the best performer. The case of white wine donated by Emil Moll was drawn by Mr. Daniel Gantzer. The fair will close to-night, and as it is well worthy the patronage of all classes of citizens there should be a large attendance.

Temperance Talk.

The attendance at the prohibitionist meeting last evening at the old court house was not very large. On the contrary it was painfully small, the number present not being more than fifteen or twenty. Those who were there, though very limited in numbers, were very earnest indeed, and indicated a determination to work as faithfully and as enthusiastically in the cause as they would if there was more interest in the great reform movement in the community. Rev. Mr. Satterlee was the principal speaker and he talked well and earnestly upon the evils of intemperance, and pointed out what ought to be done to stay the increasing disposition to indulge in strong drink. The main point in his argument was that there ought to be no compromise with the matter. It was a great moral question, and as such did not, in the nature of the case, admit of compromise. The only remedy was prohibition. He favored formal and vigorous organization, and an everlasting opposition to the manufacture and sale of intoxicating drinks. In no other way could the great evil be driven from our midst. He expressed the belief that the public taste indicated a determination to work as faithfully and as enthusiastically in the cause as they would if there was more interest in the great reform movement in the community. Rev. Mr. Satterlee was the principal speaker and he talked well and earnestly upon the evils of intemperance, and pointed out what ought to be done to stay the increasing disposition to indulge in strong drink. The main point in his argument was that there ought to be no compromise with the matter. It was a great moral question, and as such did not, in the nature of the case, admit of compromise. The only remedy was prohibition. He favored formal and vigorous organization, and an everlasting opposition to the manufacture and sale of intoxicating drinks. In no other way could the great evil be driven from our midst. He expressed the belief that the public taste indicated a determination to work as faithfully and as enthusiastically in the cause as they would if there was more interest in the great reform movement in the community.

BRIEF TELEGRAMS.

A congress of commerce and industry began yesterday at Amsterdam. Resolutions were adopted in favor of silver coinage and a common double standard throughout Europe. At Berlin yesterday it was denied that Bismarck's physicians had been suddenly called to attend him. It is believed at Paris that Germany will shortly propose a congress of European powers, with a view of providing for general disarmament. The Knights of Honor, in session at New York, yesterday admitted Mr. Greenwood to represent Indiana, instead of Samuel Williams. The pugent closing the oriole festival in Baltimore last night was a brilliant affair, full of light and color. The movement of the procession was most interesting. Pensacola was still healthy yesterday, but there were three new cases of yellow fever at the navy yard. Mills at Lawrence, Mass., are shutting down on account of low water. Jacksonville, Ala., destroyed by fire yesterday morning. Loss, \$50,000. Suspect incendiary. The lumber market at Ottawa, Ont., has decidedly improved within a few days, but the mills will curtail operations for the coming winter. Senator Sharon in Chicago yesterday, said his late ancestor in San Francisco was a case of blackmail and revenge.

OUR IRON ARTERIES.

THE MAINTENANCE OF RATES ON CHICAGO PASSENGER TRAFFIC.

An Agreement Entered Into by the Representatives of the Eastern Trunk Lines—Iron-Clad Regulations Adopted—The Notes of the Rail Generally.

Maintaining Rates.

The following local agreement for the maintenance of equal rates from St. Paul and Minneapolis to all competitive points was signed by the respective parties yesterday:

We hereby pledge ourselves to observe the following agreement, to take effect Sept. 17th, 1883:

1. Army officers and members of their immediate families on request of proper authorities may be granted half rates. Employees of connecting lines, on request of proper authority, may be granted half rates. Half rates may be granted on account of charity, but tickets so issued must be marked "Charity."

2. Half rates in all cases are to be understood to be one half of full first class unlimited rate.

3. Ticket agents or their assistants, and female members of their immediate family may be furnished trip passes for their personal use only.

4. Ticket commissions to be paid only to parties depositing the forfeit as provided for in this agreement.

5. Ticket agents must not change their dating stamp until the last through train has left for the day. No tickets must be dated after the regular closing of the limit of ticket must not exceed the limit specified in St. Paul and Minneapolis rate sheet, except where passengers are obliged to purchase tickets beforehand, in which cases agents may change their stamp, but must note on face of first coupon the word "over" in ink and on reverse side of said coupon note in ink "not good until the date of that stamp."

6. Reduced rates for students from St. Paul and Minneapolis to Milwaukee and Chicago shall be agreed to in each case by the lines from St. Paul and Minneapolis.

7. The rates published in the St. Paul and Minneapolis rate sheet, shall be the standard rates, and any ticket, or tickets, sold at less than rates stated therein, or with excessive limit, or in violation of any of the rules or stipulations named in said "rate sheet," shall be redeemed by the company's regular agent, or the broker or commission agent, as the case may be, who sold the ticket or tickets, under the following penalties:

For the first offense, the ticket, or tickets, shall be redeemed at twice the agreed rate. For the second offense, within thirty days of the commission of the first offense, the ticket, or tickets, shall be redeemed at three times the agreed rate. For the third, and all subsequent offenses, within thirty days of the commission of the preceding offense, the ticket, or tickets, shall be redeemed at four times the agreed rate.

8. No ticket, or tickets shall be sold to any competitive point not quoted in the St. Paul & Minneapolis rate sheet, except by agreement.

9. Second, or subsequent offenses, occurring at intervals longer than presented above, shall be treated the same as first offenses in all cases.

10. It is, however, understood that in the event of a ticket being sold by a broker, or anybody else at less than the agreed rate, and the agent of the road who sold such ticket being able to establish that the agreed rate was paid to him for the ticket, and that he did not pay, and had no arrangement of any kind or commission or rebate of any kind on such ticket, and that he could not possibly control its subsequent sale, the penalty, so far as redemption of ticket is concerned, shall be only the amount of the agreed rate.

11. In the event of a broker or commission agent declining to redeem any ticket or tickets, with agreed penalties, and the amount of his deposit not being sufficient to cover the total amount of the assessment, he shall be held to be the party who sold such ticket, or tickets, at the agreed rate, so as to leave the total amount of the broker or commission agent's deposit available for paying the net amount of the fine.

12. When fines are imposed upon a broker or commission agent the full amount of the penalty must be collected from such broker or commission agent, except in cases provided for in the preceding paragraph, and must not be drawn out of the \$500.00 deposit provided for in this agreement, unless the party who sold the ticket wishes to surrender his right to sell our tickets, in which case the deposit, less the amount of the fine, may be returned to the party to whom it belongs, and then all parties to this agreement shall at once withdraw all patronage from and decline to pay said any commission or rebate of any kind for the sale of tickets. Any depositor desiring to withdraw the amount of his deposit shall be required to give the treasurer of this fund at least five days' notice, and on receipt of such notice, the treasurer will notify each party to this agreement, and then all lines will at once withdraw all patronage from the party giving notice of intention to withdraw.

13. If a ticket is sold in violation of this agreement, and it becomes necessary for purchaser to ride on such ticket in order to procure evidence of such violation it will not be absolutely necessary for him to produce said ticket if he can prove that the violation was actually committed, and that it was impossible to get possession of the ticket, and it is further agreed that in such case the full penalty shall apply from the starting point of destination of ticket without regard to the distance for which the ticket was used.

14. Receipts must be taken by the ticket agents for all commissions paid.

15. Any sharing of rentals with, or payment of salary, side cut or extra allowance, of any nature, to brokers, their assistants, or other outside parties selling our tickets, which have the effect of increasing, directly or indirectly, the amount of the commission herein agreed, shall be deemed a violation of this agreement.

16. No commission or consideration of any kind whatever, shall be paid to a broker, or anybody else, for the sale of, or for influencing the sale of any ticket or tickets, who does not first deposit to our joint credit \$50 as a guarantee of his or her intention to observe rates, limit tickets properly and carry out all other provisions of this agreement. All such deposits must be made with the treasurer of this fund who will furnish each line with a list of names of all persons to whom any of the lines, parties to this agreement, will be at liberty to pay commissions.

17. Any line convicted of paying a larger commission than is provided for in clause 13, or of paying any commission or consideration of any kind to anybody not authorized under clause 15, to receive commissions, shall pay over to the plaintiff the sum of \$50, the whole or part of which amount may be given to the informant.

18. Theoretical rates are agreed to be two-thirds of the regular unlimited rates over our respective lines and must be confined to genuine theatrical people, but if proven that tickets were sold at theatrical

rates to passengers not entitled to such rates, the ticket thus sold shall be treated the same as provided for in the case of a cut rate, except when evidence is produced that theatrical manager abused his privileges, then the penalty shall only so far as exemption of ticket at the rate for which sold, and further privileges must be denied said theatrical manager. No commission shall be paid on tickets sold at theatrical rates. 19. No passes or free tickets shall be given by us to secure passengers, and if the fact of a pass or free ticket being given to secure any passenger business is established, the agent who gave the pass, or free ticket, too, and the whole business in that the business of the road is continually increasing. It is transporting an immense amount of wheat to Duluth. This point is rapidly coming to be the great wheat center of the Northwest. It is nearer the Eastern market, and has the decided advantage of being close to the water. Few, if any points west of Duluth can meet it on other than the Northern Pacific. The Northern Pacific people seeing this appear to be disposed to do all that is required to develop the possibilities of that town. Wheat is going into it by the hundreds of car loads daily. Of course the wheat carrying will be a great point with the Northern Pacific, and will form no small part of its carrying business.

20. No extra baggage shall be checked free to secure the sale of the ticket, and the fact of any line checking any extra amount of baggage being established, the ticket on which such extra baggage is checked, shall be redeemed according to the penalties already prescribed for cases in which such extra baggage is checked.

21. No tickets reading from our eastern, southern or western termini to any points beyond, shall be sold under any circumstances, except in connection with proper transportation issued by ourselves from our own office in St. Paul and Minneapolis as presented by the bona fide owner and holder thereof. It being the intention of this clause to prevent the detaching of tickets for sale to brokers and others, who may have in their possession transportation between our initial and terminal points that would have the effect of cutting regular rates; and any broker or commission agent found dealing in such clipped or extension tickets, shall be deemed guilty of a violation of this agreement and subjected to the prescribed penalty. Ticket agents selling such clipped or extension tickets must note on stub of same a description of the transportation in connection with which it was sold.

22. Whenever a violation of this agreement is discovered the plaintiff must give immediate notice and particulars of the violation to the party who sold the ticket or tickets, and also advise the regular agent of the case. The issue of tickets was sold, at the meeting of the parties to this agreement, on which the meeting to investigate the case will be called, which meeting shall be held as soon as practicable after notice is served, but in no case later than five days after the date of the commission of the offense. Any violation of the agreement that may occur between the time of the discovery of an offense and the decision of the meeting on the same shall be treated as offenses of the same degree as the one in which the meeting was originally called.

23. As a pledge to faithfully carry out every provision of this agreement, and to facilitate its operation, we have deposited \$100 each in the Security bank of Minneapolis, Minnesota, out of which penalties for violations of this agreement are to be paid over by said bank, only on the order of all the parties to this agreement, or in case of arbitration the signature of the majority of the parties to this agreement, accompanied by a duly authenticated copy of the decision of the arbitrators will be sufficient to withdraw the funds. It is understood, however, that penalties are to be paid by the line against which the charge is established without disturbing the money in the bank, and that if recourse is had to drawing out any portion of money in bank, and the road whose deposit is lessened does not report the same within three days after it is drawn out, it will be considered as evidence of a desire on the part of that line to withdraw from the agreement, and treated accordingly. Any line desiring to withdraw its deposit from the bank, must give each other line interested at least five days' notice of such desire.

24. All investigations for breaches of this agreement to be made by our agents, and the board of directors to be appointed to arbitrate in any case, shall be accompanied by a duly authenticated copy of the decision of the arbitrators will be sufficient to withdraw the funds. It is understood, however, that penalties are to be paid by the line against which the charge is established without disturbing the money in the bank, and that if recourse is had to drawing out any portion of money in bank, and the road whose deposit is lessened does not report the same within three days after it is drawn out, it will be considered as evidence of a desire on the part of that line to withdraw from the agreement, and treated accordingly. Any line desiring to withdraw its deposit from the bank, must give each other line interested at least five days' notice of such desire.

25. This agreement is not intended to interfere with the manager's agreement in any way with local agents for the purpose of carrying out the objects of the managers, and any penalties provided for herein, are to be in addition to the \$500 penalty provided for by the managers, in cases where the offense is in violation of both agreements.

26. The compiler of the St. Paul and Minneapolis rate sheet is appointed secretary and treasurer of this agreement and fund, and 10 per cent of fines are to go to his compensation.

27. It is understood and agreed that in the construction of this agreement the intent to reform abuses shall be kept always in view, and that no technicalities, no subtleties or evasions of any description shall be tolerated or considered in the defense made for any violation.

28. This agreement shall continue in force during the life of the manager's agreement, and until the expiration of the same, unless it is renewed by the parties to it. A. V. H. CARPENTER, general passenger and ticket agent, Chicago, Milwaukee & St. Paul Railway.

T. W. TREASDALE, general passenger and ticket agent, Chicago, St. Paul, Minneapolis & Omaha Railway.

S. F. BOYD, general passenger and ticket agent, Minneapolis & St. Louis Railway.

Jay Gould and His Southern Roads. A New York special of the 12th says: The differences that have arisen between Jay Gould and the men who control the East Tennessee, Virginia & Georgia railroad system have given rise to negotiations which it is thought will soon put Mr. Gould in control of the Louisville & Nashville road and the Central railroad of Georgia. The last named road is said to be in the hands of persons who are also interested in the Louisville & Nashville. It is well known that Mr. Gould was disappointed by the failure of the negotiations to connect the East Tennessee, Virginia & Georgia with his Southwestern system. His determination to make some connection that would give his Southwestern system an outlet to the seaboard was apparently not abandoned in consequence of his failure to do business with the Seney-Thomas Brice party. During the last few days an understanding has been reached whereby Mr. Gould and his staunch friend, Russell Sage, are to be elected directors of the Louisville & Nashville Railroad company. The election of President Baldwin, of the Louisville & Nashville, a director of the Western Union Union to-day shows the close friendly relations existing between him and the man who controls the telegraph company. The central system of Georgia is the only rival of the Richmond & Danville railroad system. If Mr. Gould should succeed in obtaining possession of this system it will give him a seaboard outlet for his goods to the Atlantic coast. Colonel J. M. G. Baoul, president of the Central railroad of Georgia, has been in this city until within a few days, and it is said that he had various consultations with Mr. Gould.

The Great Railroad. The Northern Pacific road has commenced under the most favorable prospects for business. The freight business all along the route is reported to be quite heavy, and this must greatly increase as

the country settles up. The passenger business is unprecedented. The trains go out full, and the number of through passengers is very large indeed. Yesterday thirty-five people were ticketed through from St. Paul to Portland. All these are Americans, who go out to Portland to settle, most of them to till the soil, and all had some money. On Thursday night fifty passengers left Portland for St. Paul. If this is in the green tree what may be expected in the dry? Considering that the trip is so long and the road just opened this showing is something surprising. The principal point, too, to which the business of the road is continually increasing. It is transporting an immense amount of wheat to Duluth. This point is rapidly coming to be the great wheat center of the Northwest. It is nearer the Eastern market, and has the decided advantage of being close to the water. Few, if any points west of Duluth can meet it on other than the Northern Pacific. The Northern Pacific people seeing this appear to be disposed to do all that is required to develop the possibilities of that town. Wheat is going into it by the hundreds of car loads daily. Of course the wheat carrying will be a great point with the Northern Pacific, and will form no small part of its carrying business.

29. No extra baggage shall be checked free to secure the sale of the ticket, and the fact of any line checking any extra amount of baggage being established, the ticket on which such extra baggage is checked, shall be redeemed according to the penalties already prescribed for cases in which such extra baggage is checked.

30. No tickets reading from our eastern, southern or western termini to any points beyond, shall be sold under any circumstances, except in connection with proper transportation issued by ourselves from our own office in St. Paul and Minneapolis as presented by the bona fide owner and holder thereof. It being the intention of this clause to prevent the detaching of tickets for sale to brokers and others, who may have in their possession transportation between our initial and terminal points that would have the effect of cutting regular rates; and any broker or commission agent found dealing in such clipped or extension tickets, shall be deemed guilty of a violation of this agreement and subjected to the prescribed penalty. Ticket agents selling such clipped or extension tickets must note on stub of same a description of the transportation in connection with which it was sold.

31. Whenever a violation of this agreement is discovered the plaintiff must give immediate notice and particulars of the violation to the party who sold the ticket or tickets, and also advise the regular agent of the case. The issue of tickets was sold, at the meeting of the parties to this agreement, on which the meeting to investigate the case will be called, which meeting shall be held as soon as practicable after notice is served, but in no case later than five days after the date of the commission of the offense. Any violation of the agreement that may occur between the time of the discovery of an offense and the decision of the meeting on the same shall be treated as offenses of the same degree as the one in which the meeting was originally called.

32. As a pledge to faithfully carry out every provision of this agreement, and to facilitate its operation, we have deposited \$100 each in the Security bank of Minneapolis, Minnesota, out of which penalties for violations of this agreement are to be paid over by said bank, only on the order of all the parties to this agreement, or in case of arbitration the signature of the majority of the parties to this agreement, accompanied by a duly authenticated copy of the decision of the arbitrators will be sufficient to withdraw the funds. It is understood, however, that penalties are to be paid by the line against which the charge is established without disturbing the money in the bank, and that if recourse is had to drawing out any portion of money in bank, and the road whose deposit is lessened does not report the same within three days after it is drawn out, it will be considered as evidence of a desire on the part of that line to withdraw from the agreement, and treated accordingly. Any line desiring to withdraw its deposit from the bank, must give each other line interested at least five days' notice of such desire.

33. All investigations for breaches of this agreement to be made by our agents, and the board of directors to be appointed to arbitrate in any case, shall be accompanied by a duly authenticated copy of the decision of the arbitrators will be sufficient to withdraw the funds. It is understood, however, that penalties are to be paid by the line against which the charge is established without disturbing the money in the bank, and that if recourse is had to drawing out any portion of money in bank, and the road whose deposit is lessened does not report the same within three days after it is drawn out, it will be considered as evidence of a desire on the part of that line to withdraw from the agreement, and treated accordingly. Any line desiring to withdraw its deposit from the bank, must give each other line interested at least five days' notice of such desire.

34. This agreement is not intended to interfere with the manager's agreement in any way with local agents for the purpose of carrying out the objects of the managers, and any penalties provided for herein, are to be in addition to the \$500 penalty provided for by the managers, in cases where the offense is in violation of both agreements.

35. The compiler of the St. Paul and Minneapolis rate sheet is appointed secretary and treasurer of this agreement and fund, and 10 per cent of fines are to go to his compensation.

36. It is understood and agreed that in the construction of this agreement the intent to reform abuses shall be kept always in view, and that no technicalities, no subtleties or evasions of any description shall be tolerated or considered in the defense made for any violation.

37. This agreement shall continue in force during the life of the manager's agreement, and until the expiration of the same, unless it is renewed by the parties to it. A. V. H. CARPENTER, general passenger and ticket agent, Chicago, Milwaukee & St. Paul Railway.

T. W. TREASDALE, general passenger and ticket agent, Chicago, St. Paul, Minneapolis & Omaha Railway.

S. F. BOYD, general passenger and ticket agent, Minneapolis & St. Louis Railway.

Jay Gould and His Southern Roads. A New York special of the 12th says: The differences that have arisen between Jay Gould and the men who control the East Tennessee, Virginia & Georgia railroad system have given rise to negotiations which it is thought will soon put Mr. Gould in control of the Louisville & Nashville road and the Central railroad of Georgia. The last named road is said to be in the hands of persons who are also interested in the Louisville & Nashville. It is well known that Mr. Gould was disappointed by the failure of the negotiations to connect the East Tennessee, Virginia & Georgia with his Southwestern system. His determination to make some connection that would give his Southwestern system an outlet to the seaboard was apparently not abandoned in consequence of his failure to do business with the Seney-Thomas Brice party. During the last few days an understanding has been reached whereby Mr. Gould and his staunch friend, Russell Sage, are to be elected directors of the Louisville & Nashville Railroad company. The election of President Baldwin, of the Louisville & Nashville, a director of the Western Union Union to-day shows the close friendly relations existing between him and the man who controls the telegraph company. The central system of Georgia is the only rival of the Richmond & Danville railroad system. If Mr. Gould should succeed in obtaining possession of this system it will give him a seaboard outlet for his goods to the Atlantic coast. Colonel J. M. G. Baoul, president of the Central railroad of Georgia, has been in this city until within a few days, and it is said that he had various consultations with Mr. Gould.

The Great Railroad. The Northern Pacific road has commenced under the most favorable prospects for business. The freight business all along the route is reported to be quite heavy, and this must greatly increase as

THE DISASTER THAT ATTENDED THE LAST POLAR EXPEDITION.

The Correspondents and Authorities Trying to Discover What Was Responsible for the Loss of the Proteus—Criticising the Commander of the Yantic—The Daily List of Casualties.

WASHINGTON, Sept. 14.—No additional reports have been received at the navy department from the officer of the returned Greely relief expedition at St. Johns, N. F. It seems to be conceded by those who have given the most attention to the subject that the complete and disastrous failure of the relief expedition was mainly due to the omission of Lieut. Garlington to land his stores and house at Littleton Island or some other landing point east of Smith's Sound before attempting the hazardous navigation beyond. If he had done this the destruction of the Proteus would have been a comparatively trifling misfortune, or would not necessarily have imperiled the lives either of her crew or the party they were sent north to rescue. Garlington and his men could then, after the destruction of their ship, have returned to the coast of Greenland, where they could have been supplied with provisions, and could have returned to the remainder of their plan for relief of the Lady Franklin Bay party by means of a sledge expedition up the coast of Grinnell Land. As it is now there is no party at the mouth of Smith Sound to co-operate with the Greely party and no considerable supply of food for him to retreat upon. The fatal mistake, it is said, which Garlington made, was in planning to land his stores at a dangerous ice of Smith Sound, without having established at the mouth of that sound a provision depot and house upon which he could fall back in case of disaster. There would seem to be some justification for the course pursued in the orders issued to him by Gen. Hazen on the 7th of June, just before he sailed from New York. These orders were in part as follows: If it should become apparent that the vessel could not be pushed through, or will retreat from your advanced position and land your party and stores at or near Liebovet cave. These orders clearly imply the direction not to land his house and stores until he should have run all the risks of Smith sound, and have found it impossible to get through. They virtually direct him to land his stores late in the season on his retreat, and not early in the season, as his party and stores could not have been the more provident course.

The attention of the acting chief signal officer was called to-day by an Associated Press reporter to this part of Gen. Hazen's original order, and he was asked whether this particular instruction in the question had ever been revoked or modified. He replied it had by supplemental orders sent Garlington just before the departure of the relief expedition from St. John last summer.

DUNDEE, Sept. 14.—The captain of an arctic whaling ship, which has just returned here from a cruise in Davis' straits, reports that he made searching inquiries from the natives along the coast, but learned nothing relating to the Greely expedition.

These supplemental orders which have never been made public are as follows: "The navy tender is to join the Proteus at St. Johns, N. F., to proceed with her to the neighborhood of Littleton Island. The Proteus is to land her stores, except supplies for more northerly depots at Littleton Island, on her way north. If she succeeds in reaching Lady Franklin Bay she is to pick up the stores, excepting the house, and depots, if possible on her return. The navy tender will await the return of the Proteus in the neighborhood of Littleton Island and on her return steam to the south in her company until she reaches the southern limits of the ice pack, when the vessels may separate. Should the Proteus be crushed in the ice, her crew will retire on Littleton Island, and the tender will bring to St. Johns, N. F., the officers and crew of the Proteus. The rest of the party to remain at Littleton Island until the Proteus returns or her crew and the expedition party force succeed in reaching there. The tender may go to the south, leaving full particulars at Littleton Island. Signals by flags, heliograph and guns should be preconcerted, and communication by this means should be maintained between the two vessels as long as possible after they are separated by the passage north of the Proteus. Nothing in the northward movement must be allowed to retard the Proteus until the Proteus is of the utmost importance that she take advantage of every lead to get up to Lady Franklin Bay."

From all the information thus far received, it would appear that Lieut. Garlington either disregarded or found it impracticable to obey these supplemental orders with regard to landing the house and stores on his way north, since the Proteus was crushed with all the stores on her deck, and she passed the point where the stores should have been landed, and while she was engaged in the extra hazardous navigation of Smith's sound. In the absence of any definite information from Lieut. Garlington as to the reasons for adoption of the course he pursued and which led to the total failure of the plans for Lieut. Greely's relief, officers of the signal service are making a statement for publication at present. The secretary of the acting chief signal officers are in consultation this afternoon upon the situation of affairs but have not yet devised any practical plan for relief of the Lady Franklin Bay party.

Officers of the signal service here freely admit that the present situation of affairs is a serious one, but do not regard it in any sense hopeless. In the first place they believe that Lieut. Greely's party, and originally a supply of provisions calculated to last three years or until the summer of 1884. This supply they think must have been very considerably augmented by fish and game procurable in the immediate vicinity of the Lady Franklin bay station. So if the party remains there it will not be in danger of starvation before next summer. General Hazen's orders to Lieut. Garlington is true, and that the food supply of Lieut. Greely's party will be exhausted the present fall, but it is said at the signal office this was an extreme supposition, based upon a most unfavorable supposition as to the amount of consumption, waste and loss, etc., and did not allow for any care or economy in the use of food, or for any increase in the available supply by means of hunting and fishing.

It was a statement of the worst possible aspect of the case, intended to emphasize the necessity of relieving Lieut. Greely's party at once. It is positively asserted there by the acting chief signal officer, that notwithstanding the contrary statements in General Hazen's orders to Lieut. Garlington, Lieut. Greely has provisions enough at Lady Franklin Bay station to last him until the summer of 1884, if he remains there until that time.

If, however, as seems most probable, authorities here, he should have abandoned his station on the 1st of September and retreated down the coast of Grinnell Land to the mouth of Smith's sound, expecting to find there the relief party and depot stores, his situation may shortly become critical. How large a quantity of provisions

he would find at Cape Sabine and Littleton island is not known, but it is feared the supplies left there last year and the small quantity saved from the wreck of the Proteus would not maintain Lieut. Greely and his men at the mouth of Smith's sound through the coming winter, even if the party had shelter and fuel. Some help might be obtained from the Esquimaux of the Greenland coast, could Lieutenant Greely find and open communication with them, but this is admitted to be an uncertain reliance. It has been suggested another ship be sent from St. Johns to the mouth of Smith's sound at once and also that a sledge party be dispatched from the upper mouth of the Greenland coast, but no course of future action has as yet been decided upon. The war department authorities say they can form no plans until they receive fuller information from Lieutenant Garlington, who has been asked for suggestions. Persons here, who are not