

THE DIE IS CAST.

And Tilden Will be the Next President of the United States.

MEETING OF DEMOCRAT CHIEFS

Held at Columbus to Discuss the Political Situation.

THEY FOREGO OHIO'S CLAIMS,

And Decide That the Old Ticket is the One That Will Sweep the Country.

[Special Telegram to the Globe.] COLUMBUS, O., Nov. 24.—Several weeks ago an announcement was made that the State Democratic Editors' association would meet here for conference and reorganization. By a prearranged plan the announcement of the assembly of the editors was also notice to the party leaders of the state to meet in Columbus one week in advance of the meeting of the editorial fraternity for the purpose of mapping out the work of 1884, so far as Ohio was concerned. All particulars of moment that took place in the conference were learned from a gentleman who was a participant. This gentleman is one who stands high in the councils of the party, one who has ever been noted for candor and breadth of views upon all public questions, and one of the most politic of all the party leaders in Ohio. He has been elected to congress, and has obtained a hold upon the hearts of the people because he has never broken a pledge made to them individually or collectively. His statement, therefore, as to what took place in the conference may be taken as absolutely true in all particulars. The gentleman was asked to tell why it had been deemed necessary to call the conference.

Ohio is now the pivotal state, he replied. When we carried the state last year it was conceded that if we did so this year it meant the addition of Ohio to the Democratic column in '84, and the right to name who was the presidential nominee. But New York was also carried by our party by an unprecedented majority, and this was supposed to have evened up the rights of either state. Shortly after our recent election, when again we were triumphant, and that, too, in the face of determined opposition from our political enemies, the vast sums of money expended by federal office holders and Gov. Foster, and the bitterest sort of fights in our own ranks, a few of us were in Columbus where we got to talking over the prospects of the party for next year, and we concluded to notify the secretary of the State Democratic Editors' association to call a meeting of that body to meet Friday, Nov. 16. In the meantime we had notified our party leaders to meet one week before the date above set, so as to call as little attention as possible to the gathering. I am glad to say that the discussion was actuated by such motives only as would certainly insure our success as national and not as a state party. Mr. Payne was mentioned as a possible presidential candidate, but a gentleman very near to Mr. Payne said that no possible contingency could arise by which he would seek or accept the nomination. Mr. Tilden's was then brought up, and of course the first thing said with reference to him was his unfeeling condition. One of the gentlemen present said he had seen Mr. Tilden but a few days before, and found him far from being the feeble man that he has been represented as being. His age is against him alone. The mighty intellect of the man, his courage, his indomitable will, and his power of following out to a logical conclusion any deep question in much less time than ordinary men do it, are as fresh and youthful as ever.

Then the attitude of Tammany has changed toward Mr. Tilden, John Kelly no longer desiring to fight him. In fact I was told that Mr. Kelly had announced that if Mr. Tilden desired the nomination he would assist him to obtain it, and then work for his election as strenuously as he was able. Ohio is the pivotal state now. If by any mischance from this state, it would precipitate the whole battle of 1884 here in October. No one doubts that the Republicans would put hundreds of thousands of dollars into the state, and as there are now no other states voting in October, in a presidential year, their whole energies would be devoted to carrying the October elections. If the fight were thus thrust upon us and we should lose in October, that would practically settle the presidential contest. The Democrats of Ohio cannot afford to take any such chances as would be incurred by this. The friends of Gov. Hoadly were anxious that he should secure second place, but I do not think he would be content with that, in view of the fact that he had been elected governor in face of such terrible odds against him. I have never heard Gov. Hoadly express himself, but I believe that he would much rather enter the senate.

"Do you then consider it practically settled that the vote of Ohio will be given for Tilden in the national convention next year?" "Yes; I do. The only thing that will prevent this will be the death or failing health of Mr. Tilden. The feeling is yet extant that he was elected before and defrauded of his seat, and that he should be vindicated. His public life has been a blameless one, and the patriotism and statesmanship he displayed when he refused to take the office to which he had been elected by force has not yet died out in the minds of the people. He could have precipitated the country in a war the intensity of which was not equaled by the rebellion. But he rose superior to this, and his sagacity and statesmanship saved the total disruption of the government when each state or a few states would have been federated together as empires, monarchies and the like."

Any one in search of fine residence property in upper town will look at the auction next morning. Going for Them. PITTSBURG, Nov. 24.—Rev. John Wiler, colored, has prepared papers in a suit for

conspiracy and defamation of character against Rev. Drs. Milligan, Sloan and Wilson, ministers of the Reformed Presbyterian church, asking \$150,000 damages, and alleging that defendants, by conspiring to declare him a monomaniac, injured his reputation so he could not follow his profession and gain a living.

OUR WATER SUPPLY.

The New Conduit—A Great Work Being Done—Connecting Lakes Vadnaia and Phalen.

But comparatively few citizens have any idea of improvements that have been going forward at Lake Vadnaia with the view of perfecting the water system of St. Paul. During the past summer a force of several hundred men have been at work on the new aqueduct which is to supply the city with water, and which is justly regarded as one of the finest achievements of engineering skill in the state. Vadnaia lake is about five miles from St. Paul and is 215 feet above the level of the Mississippi river, while Lake Phalen from which the present supply is drawn is only 160 feet above the level of the river. Lake Vadnaia is formed of a deep and beautiful body of water, almost clear as crystal; it is one of a chain of lakes which connect with Forest lake, and it affords, if necessary, a water supply equal to the demands of 2,000,000 people.

The new system commences with a conduit or aqueduct at the west side of Vadnaia lake, where the city has bought the graded part of the lake shore to prevent nuisances and to keep the water pure. The conduit is built of brick and cement, six and one half feet by five and one half feet. It is built very strong and substantially. It runs along the low lands of the creek, coming from Vadnaia through marshes and swamps until it reaches Little Canada, where it strikes through the sand hills forty feet high, until it reaches Sandy Lake, a small lake between high hills about one mile and a half from the city. A dam will here be built and a reservoir will be made to supply the city. This will be ten feet above the level of the river. From this place two lines of iron pipes, each twenty inches in diameter, will run one to lower town and one to upper town to supply those parts of the city below the level of the reservoir, while another line of 30-inch pipe will carry the water necessary for the highest parts, which will be pumped from the reservoir at this place to supply St. Anthony Hill. Another pumping station at the plow works, for which the ground is already bought, will supply Dayton's Bluff from the water pipes now in use from Phalen's creek, which runs through the grounds. The brick conduit two miles finished and \$200,000 have this year been expended, a contract of \$200,000 for iron pipes has been let, and early in the spring the work of laying pipes on St. Anthony Hill will commence, it being expected to have the water run on the hill next November.

Kavanaugh sells two fine residence lots in upper town on Friday next. See want column.

THE OYSTER.

As It is Dished Up at One of the Finest Places in St. Paul.

Everybody has heard of Finelli, the noble Roman of Philadelphia, who made a fortune and a name out of his peculiar manner of serving up oysters, and but very few of the citizens of St. Paul have had a chance to partake of his luscious bivalves. The oyster is a dainty animal, and to taste well it has got to be served properly. In St. Paul there is a restaurant which serves oysters as they can be had nowhere else in the city. Reference is, of course, had to the fine eating house conducted by Pietro Ranaocrotti at No. 343 Wabashaw street. He has the knack of dishing up oysters peculiar to himself, and all citizens who are fond of something really fine in the oyster line should give him a trial. Oysters are specialty, and they are served up in all styles and at all hours.

Kavanaugh sells two fine residence lots in upper town on Friday next. See want column.

THEY BILLED HIS BULK.

Last evening between the hours of 6:30 and 9 o'clock some "chevalier d'industrie" entered the room occupied by Dan Thornton and Bert Weatherup, in a frame house at the rear of Martin's saloon on Jackson street. The gentleman's visit was not tediously prolonged, but he seems to have rendered it profitable, since he carried away with him several mementoes of his brief sojourn in the shape of a satchel in which were a new suit of clothes costing \$30, two fine shirts and various articles of underclothing and neckwear belonging to Thornton, and a \$20 overcoat which young Weatherup had fondly but fallaciously believed was destined to protect his earthly tabernacle of flesh from the bleak blasts of winter. The affair was reported to the police, but no arrests had been made up to the time of going to press.

THE HANDSOMEST WINDOW

In the city is at Matheson, No. 17 East Third St. Ladies, please pause and look at the rich display of the finest goods in the world.

CUT HIS HEART IN TWO.

[Special Telegram to the Globe.] NEW YORK, Nov. 24.—Leonard Roessner, for twenty-five years a well known Brooklyn politician, proposed to his wife last night that they should drink a glass of wine in farewell, as they were to die together. Mrs. Roessner laughingly said she would drink the wine, but did not want to die. Both drank, and became sick with symptoms of landanum poisoning, but recovered. During the night Roessner went into an adjoining room, where his favorite child, Julia, was sleeping, and kissed her again and again, saying: "Good night, I am going to die." He then seized a table knife and plunged it in his heart, cutting the organ in two, and fell dead.

Allen's Cough Balsam is the best in the world. All genuine bear the signature of J. P. Allen, Druggist, St. Paul, Minn.

Grand Hall

under the auspices of the Humboldt lodge, No. 19, A. O. U. W., at Turner hall, Wednesday evening, Nov. 28, 1883. Music by the full first Regiment band. Tickets \$1. The proceeds of this ball will be used for purchasing a banner.

New and Elegant

holiday goods in silverware and jewelry, are daily being opened by John Pister at No. 215 East Seventh street. Remember this, as it is to your advantage; the finest goods at lowest prices.

The Museum of Anatomy at 49 east Seventh street will be closed after Tuesday. The price of admission is reduced to ten cents.

New Wholesale and Commission House.

The many friends of B. C. Gleason, the buyer for the late firm of John F. McIntosh & Co., will be pleased to learn that he has opened a Wholesale Meat Market, at 180 and 182 East Fifth street, where he will have on hand the best fresh meat, poultry and game.

Stop at Myers & Finch's on your way down and set your watch by the new standard time.

Have You Noticed

The handsome window display made by John Pister at No. 215 East Seventh street? If not, make it a point to stop and examine it, for there is no finer jeweler's display in this city.

NEW STANDARD TIME.

ITS ADOPTION TO-DAY THROUGHOUT THE WHOLE NORTHWEST.

The City as a Unit to Adopt It—All the Railways Issuing New Time Tables on its Basis—No Further Annoyance from Missing Trains.

At noon to-day in St. Paul and throughout this part of the northwest the new standard time will be inaugurated. The new time was adopted last week by all the cities in the east, as well as the different railways, with the exception of the Illinois Central and the Michigan Central, and they are now wheeling into line. This system, which has occupied the minds of some of the deepest thinking men for years, is now an accomplished fact. Several years ago Mr. Sanford Fleming, engineer in chief of the Canadian government, brought it under their notice, and a large amount of correspondence ensued with those interested throughout the United States, principally with Prof. Cleveland Abbe, of the signal bureau, who, some five years ago, brought it prominently before the government, and it was formally adopted by the railroad convention in Chicago in March or two ago. The system will be a great improvement over the old way, as now all time pieces and the railways will be alike, and not the old annoyance of each keeping different times. The new time is easily reckoned, as each degree of longitude is equal to four minutes, therefore each fifteen degrees is equal to one hour. The continent has been divided into divisions, each containing fifteen degrees. We at St. Paul are in the central division, being between the 90th and 105th degrees of longitude. Our new time will be twelve minutes faster than the old time, which places us only three degrees east of our former meantime.

In this city to-day the postoffice will adopt the new time, so all mails will close and open from this date twelve minutes earlier than they have formerly done. After a day or two this will cause inconvenience, as all time pieces in the city will keep the same time. At 9 o'clock each day the correct time will be received from the observatory at Northfield, Minnesota, and a better regulation of time will be had than ever before. The St. Paul, Minneapolis & Manitoba Railroad company have notified all the employees of the road to change their time to-day twelve minutes ahead. The Chicago, St. Paul, Minneapolis & Omaha Railway company, which formerly was governed by Omaha time, make a change ahead of 25 minutes and 40 seconds, or ahead 12 minutes and 8 seconds by St. Paul time. The Chicago, Milwaukee & St. Paul and the Northwestern railways have also adopted the new standard time, and the Northern Pacific and all the roads centering at St. Paul will have the same new standard time. This change will necessitate the getting out of new time tables by all the roads, and the annoyance of missing connections will be avoided. The city council and chamber of commerce have adopted it.

BOUNDARIES OF THE DIVISIONS.

Following is a clear showing of the territory embraced in the five divisions, which any one can easily trace upon a map:

The Central division takes in Manitoba to the western limit defined by a line drawn due north of Fort Clarke, Dak., and an eastern limit defined by a line drawn almost due north from Sault Ste. Marie, Mich., all that portion of Dakota west of a line drawn almost due north and south through Fort Clarke and Bismarck; the states of Minnesota, Wisconsin, Michigan, Iowa, Illinois, Indiana, Ohio; a very small western fraction of Pennsylvania, Kentucky, Tennessee, Georgia, Florida, Alabama, Mississippi, Louisiana, Arkansas, Missouri, the Indian Territory, three-fourths of Nebraska, the whole of Kansas (excepting a small northwestern corner), all the state of Texas (excepting a few miles of territory of the northwestern corner.) Some of the prominent cities in the central division are: St. Paul, Minneapolis, Chicago, St. Louis, Indianapolis, Cincinnati, Milwaukee, Louisville, Detroit, New Orleans, Memphis, Kansas City, Cleveland, Omaha and Toledo. Central time is based upon that of the 90th meridian, which is nine minutes slower than Chicago solar time.

THE EASTERN DIVISION.

The division for eastern time takes in the states of South Carolina, North Carolina and Virginia (excepting a small slice of the southwestern corner of each), West Virginia, Maryland, Delaware, District of Columbia, Pennsylvania (excepting a very narrow western strip), New York, Rhode Island, Connecticut, Massachusetts, Vermont, New Hampshire, Maine (excepting a bit of northern territory), and that portion of Canada between lines drawn due north and south through Quebec, and "almost due north from Detroit through Sault Ste. Marie. Eastern time is based upon the seventy-fifth meridian, which is an hour faster than Central time, or four minutes slower than New York city solar time.

THE MOUNTAIN DIVISION.

The mountain division embraces all that portion of British Columbia lying west of the borders of Manitoba, and east of the 115th meridian or Mount Head; that portion of Dakota west of a line drawn north and south through Fort Sully and Bismarck; one-fourth of the western portion of Nebraska; small portions of the northwestern corners of Kansas and Texas; about two-thirds of Lower California—the southern section; Arizona, (excepting a very small western slice); New Mexico, (excepting a cut off of the southwestern corner); Colorado, Wyoming, Montana, (excepting a small piece of the extreme northwestern corner); the southwestern portion of Idaho—about one-third the territory; Utah, (excepting a small cut off on the northwestern corner.) Mountain time is based on the 105th meridian, and is one hour slower than central time.

INTERCOLONIAL DIVISION.

The intercolonial division begins at the sixtieth meridian, extends east of the extreme limit of Nova Scotia, and extends about two degrees west of the seventy-fifth meridian, Quebec, Canada, being on the dividing line between the intercolonial and eastern divisions. The intercolonial embraces Nova Scotia, New Brunswick, a portion of the Province of Quebec and a small section of Northern Maine. Intercolonial time is based upon the sixtieth meridian, and is two hours faster than Central time.

PACIFIC DIVISION.

The Pacific division includes that portion of British Columbia, west of Mount Head on the 115th meridian, Washington territory, and all the northern and western portions of Idaho, Oregon, California, Nevada, a portion of the northwestern section of Utah, the northern part of Lower California. Pacific time is based upon the 120th meridian, and is two hours slower than Central time.

Attention, Sir Knights Damascus Commandery.

You are hereby notified to appear at the assembly on Sunday, Nov. 25, at 1:30 p. m., in full dress, to attend the funeral of Sir Knight J. H. Reid. By order of the E. C. GEO. S. ACKER, Recorder.

CASUALTIES.

WRECKAGE FROM THE LOST MANISTEE FOUND.

A Fatal Storm—A Falling Wall Deals Destruction—Railway Accidents—Schooners Ashore—Many Fatalities.

THE WRECK OF THE MANISTEE.

[Special Telegram to the Globe.] DULUTH, Minn., Nov. 24.—Capt. Tarney, of the tug Swain, which towed in the disabled schooner Newcomb, states that when he was out from Copper harbor yesterday, about four hours and nearly opposite Eagle river, he saw what he at first thought was a yawl boat. He turned over to it and upon coming up found that it was a cabin of some boat turned upside down, and which was without doubt the cabin of the Manistee. A short distance from there he came upon a tiller of some boat also a large number of tubs of butter, bales of hay, a spark fence and other portions of a boat and cargo. In reply to a question he stated that although he cruised around for some time he could see no traces of any bodies. He is firmly of the opinion that what he saw there were portions of the Manistee, and that she went all to pieces. He also saw what he took to be bundles of window sash, and it is known that the Manistee took a lot of these with her.

THREE MEN DROWNED.

[Special Correspondence of the Globe.] MOONSBY VIEW, Nov. 22.—Sad news reached here to-day. Three of the duck hunters who left here on the first of the week were drowned—Fred Whetstone, Wm. Wise, William George, the latter being only in this vicinity a short time running a knife board. All three were young men.

DEATH FROM EXPOSURE.

[Special Telegram to the Globe.] CHIPPEWA FALLS, Wis., Nov. 23.—The dead body of Louis Ozios was found in the brush about three miles from here yesterday. He disappeared on the 7th day of July last, and it was found at the coroner's inquest held to-day that he had died from exposure and starvation while in a partially insane condition.

THE FATAL STORM.

ST. LOUIS, Nov. 24.—New facts relative to the late storm in southeastern Missouri are constantly coming to light. A farmhouse, barn and several outhouses, known as the Smith house, a few miles from Charleston, were totally destroyed on Wednesday morning. James Gresham was killed and Thos. Jones fatally injured. Mrs. Jones and two children are seriously hurt.

FALL OF A WALL.

ST. LOUIS, Nov. 24.—The southern wall of the union depot yard warehouse, in course of construction, fell, knocking down a scaffold and precipitating fifteen bricklayers and laborers to the ground. A distance of twenty feet. Benjamin Anfelter was seriously injured, and it is believed his back is broken and cannot survive. Anthony Ithner, son of the contractor, had his right arm broken. Frank E. Pile had his right leg broken and was wounded in the back. Others escaped with lighter injuries.

CARS SMASHED.

NYACK, N. Y., Nov. 24.—The express train from Syracuse on the West Shore railroad, ran into a freight train at Tappan, wrecking ten cars and one engine. No one seriously hurt.

DIED FROM A FLY BITE.

HIDALGO, Tex., Nov. 24.—After three days of agony, A. J. Lee, member of the legislature, died this morning, from the effects of a poisonous fly bite in the face.

RAILWAY ACCIDENT.

TYLER, Tex., Nov. 24.—The south bound train No. 1, on the Texas & St. Louis railway, met with an accident to-day near Mount Pleasant. A number of the passengers are reported injured. No particulars are received.

WHILE REPAIRING THE TRACK FIVE MILES NORTH ON THE TEXAS & ST. LOUIS RAILWAY TO-DAY THE SECTION HANDS FAILED TO REPLACE FIFTEEN TIES BETWEEN THE SOUTH-BOUND PASSENGER TRAIN WAS DUE, AND THE SMOKING CAR AND TWO COACHES WENT OVER A TEN-FOOT EMBANKMENT. PETT HAD HIS LOWER JAW BROKEN, A COLORED GIRL HAD HER LEG DISLOCATED, AND A DOZEN OTHER PASSENGERS WERE BRUISED, BUT NOT SERIOUSLY.

FATAL ACCIDENTS.

NORTHFIELD, Vt., Nov. 24.—The Chicago express demolished a wagon last evening at Lanesville and Wm. McIntosh, wife and daughter and Rev. Joseph House, Berlin, were killed.

NEW YORK, Nov. 24.—Martin Cunningham was killed, Dennis Mahoney fatally injured, Frederick Rollers and Owen Dunn seriously injured, by the fall of a lumber pile in the yard of D. J. Carroll.

DIED FROM HIS INJURIES.

PHILADELPHIA, Nov. 24.—William Frey, whose wagon was struck by a train at Seventeenth street crossing last night and whose wife and son were instantly killed, died this morning.

FIRES.

GRULPH, Ont., 24.—The flouring mill of David Spence burned this morning. Loss \$60,000.

DAMAGE BY STORM.

ST. LOUIS, Nov. 24.—Reported damage to bridge and farm property, buildings, etc., in Randolph county, by the late rain storm, reach \$100,000. The Iron Mountain railroad between Piedmont and Poplar Bluff is still obstructed. At last advance, three trains, with nearly 200 passengers, were at the latter point awaiting repairs to the track.

CONCORD, N. H., Nov. 24.—Immense damage has been done by the recent gale in the forests of Concord. This state, and towns over the border in Maine. Thousands of acres of valuable forest trees are wholly destroyed. All of the old and great deal of the new growth practically destroyed. Where timber is not broken, it is torn and matted, and tangled in a debris as to be almost worthless. In many instances homes of wood choppers are ruined and much suffering among them will ensue this winter.

DISASTROUS FIRE.

PITTSBURG, Pa., Nov. 25.—A fire was discovered at 1:30 o'clock in the extension glass factory owned by Thomas, Evans & Co., on the south side, and is now raging fiercely. Loss will be heavy.

SCHOONERS ASHORE.

MILWAUKEE, Nov. 24.—The schooner, Gypsey, measuring 131 tons, valued at \$7,000, is ashore at North bay, six miles from Berkeley's harbor. The schooner China is a total wreck on Georgian bay, where she struck in thick weather. The crews of both vessels saved.

CHANGE OF VENUE.

RICHMOND, Mo., Nov. 24.—In the case of Chas. Ford, charged with the Lexington stage robbery, the defendant obtained a change of venue and the case is taken to Clinton county to come up May next.

John Pister.

at No. 215 East Seventh street, is daily opening one of the most magnificent stocks of holiday goods in silverware and jewelry, ever shown in this city. Call and see for yourself.

TRANSPORTATION NOTES.

The St. Paul & Manitoba road yesterday handled 339 cars of wheat.

Messrs. Odell and Hannaford are expected back to-morrow or the next day. C. A. Jewell, formerly general freight agent of the Central Iowa road, is in St. Paul.

New Rockford, a new station on the Jamestown & Northern road, has been opened.

On the Cooperstown & Turtle Mountain road the stations of Odell, Daisy and Baldhill have been opened.

William Be Dell, of the great Niagara Falls route, with headquarters at San Francisco, is in St. Paul.

William Hughes, traveling passenger agent of the Illinois Central, with headquarters at Chicago, is in St. Paul.

The earnings of the third week of the St. Paul & Duluth road are \$30,794.76, against \$29,759.82 for the corresponding week last year, which shows a gain of \$1,034.94.

The Detroit, Bay City & Alpena railroad will be completed to An Sable this week, with the exception of the bridge at Rifle river, which will be finished by the middle of December.

There are rumors that President Lovjoy, of Denver, had expressed himself desirous of breaking the Colorado pool, and that the company's earnings for October show a heavy decrease.

General Manager Morrill, of the Boston, Hoosac Tunnel & Western railway, denies the rumor from Boston of the consolidation of that road with the Massachusetts Central and Adirondack roads.

The Canadian Pacific railway track east of Port Arthur was connected through to Nepegin at 11:30 Tuesday morning last. The first train for that point left Port Arthur Wednesday night at 11.

Mr. Jerome Meuskens, one of the most popular conductors on the Northern Pacific railroad, left on Friday for the east, where he will pass a short and well earned vacation. Before leaving he was given quite a jolly reception and send-off by a few of his friends.

On and after Dec. 1, 1883, the Atchison, Topeka & Santa Fe known as the Pleasant Hill branch, between Cedar Junction and Pleasant Hill, will be operated as a part of the Southern Kansas railroad, formerly the Kansas City, Lawrence & Southern Kansas railroad.

A circular was received in St. Paul yesterday announcing that hereafter all passenger trains of the Cincinnati, New Orleans & Texas Pacific Railway company will depart from and arrive at Grand Central depot, Cincinnati, thus avoiding the omnibus transfer that has heretofore existed.

Mr. Jao. V. Goodie, the popular and efficient train dispatcher, formerly with the Union Pacific Railroad company, has resigned his berth, to accept a responsible position with the Missouri & Pacific Railroad company. His headquarters will be Sedalia, and his departure from St. Paul will be regretted by a large number of friends. He was splendidly entertained before leaving.

On and after Sunday, Dec. 1, the Tron Mountain railway will put on three through sleepers between St. Louis and San Francisco, via the Iron Mountain, Texas Pacific and Southern Pacific roads. By this arrangement only one change of cars will be required between New York and San Francisco. By this route the Wabash is now running a through sleeper between St. Louis and New York.

Some days ago some of the papers contained a notice of the incorporation of the Ohio Railway company, stating that Akron, O., was to be for the present the outlet of the new Pittsburgh, Cleveland & Toledo railroad. It is now known that it is to form a part of a new trunk line between the east and west, including the Baltimore & Ohio west, and the Buffalo, New York & Philadelphia railroad and West Shore east. Akron will be the end of a division and headquarters for the road.

The scalpers were reported yesterday as selling tickets to Chicago for \$8. It was also reported that another affidavit had been made against one of the ticket sellers in the agreement, for selling below the established rate. Diligent inquiry failed to ascertain who this ticket seller is. As travel was not very heavy yesterday the scalpers had less to do than usual, and accordingly occupied their time in decorating their little offices with railroad posters, and painting signs calculated to inform the public how far people could travel for how small a price.

Set your watch by Myers & Finch's new standard time.

Prof. R. H. Evans' School for Dancing, Sherman Hall.

Class for beginners, ladies and gentlemen, commences Monday evening, Nov. 25. Advance Friday evening, Nov. 30. Former pupils and friends invited to attend.

The Billiardists.

BETHLEHEM, Nov. 24.—At the close of today's play between Daly and Garnier, the total score for the four days was Daly 2,400 Garnier 2,373.

Just received at Myers & Finch's the last edition of the new standard time.

LATE MINNEAPOLIS NEWS.

Last night the delivery team of Humphrey's laundry, 108 North Fourth street, ran away. The police found the wagon on Washington and Fourth avenues south, but the horses were not found.

Dr. W. O. Stephens gave a banquet to a party of friends at the Criterion restaurant last night in honor of his departure for Philadelphia to-day.

Notice to Contractors.

You are invited to bid on the following amount of work, to be let in one contract, by the City of St. Paul, Minn.

APPROXIMATE ESTIMATE.

Masonry, 1500 cubic yards. Earthwork, 24,000 cubic yards. Iron bridge, 66 feet wide, 70 feet long. Bids will be received till the 17th of December, 1883, at the Office of the Board of Public Works of the City of St. Paul, Minn., where plans and specifications can be seen, and all other particulars be obtained.

W. A. SOMERS, City Engineer.

B. L. GORMAN, Clerk B. P. W. 329-351

SUPERIOR Coal and Iron Co.

Wholesale and Retail Dealers in Coal, Wood, Coke and Pig Iron T. D. BARTON, AGENT, 354 Jackson Street. St. Paul.

BIG Boom in Cloaks!

NOW AND NOW ONLY!

H. E. MANN,

422 Wabashaw Street,

HAVING BOUGHT OUT SAMPLES IN,

Cloaks,

In Plush Garments,

Ulsterettes,

Russian & Fur-lined Circulars,

Brocaded Silk Dolmans,

Palettes, Palettes,

Usters, Usters,

&c., &c., &c.

We are prepared to sell the same for less than manufacturing prices.

Call Early and Secure some Astonishing Bargains, at

H. E. Mann's,

422 Wabashaw street.

CARPETS, ETC.

JOHN MATHEIS,