ST. PAUL NEWS.

THE RAILWAYS.

INCORPORATION OF A NEW ROAD FROM ST. PAUL TO MINNETONKA.

The Trouble of the Tripartite Combination—The Result of the Meeting Yesterday—Senator Sherman Proposed as President of the Northern Pacific—Geo. K. Barnes' Successor Appointed—A Variety of News and Gossip Relative to Railway Matters.

The Transcontinental Complication.

The meeting of this association announced to be held in Chicago yesterday has been looked forward to with a great deal of curiosity and interest, and fears are expressed that the Transcontinental association, which was established only a few months ago, after long and tedious deliberations, cannot longer be maintained. The Chicago *Times* of the 8th inst. says:

The Union Pacific claims that under the Transcontinental agreement, it is subject to heavy penalties for a violation of rates. Under the new arrangement with the roads east of the Missouri river the latter have virtually become a part of the Union Pacific. All the rates on west bound business are made by the roads east of the Missouri river, and in making them the Union Pacific has no voice. Consequently, if any of these roads should violate the California or Transcontinental rate, the Union Pacific, under the present agreement, would be held responsible—a responsibility which, under the present condition of affairs, it is not willing to assume. It is therefore, necessary to make the terminus of the Transcontinental association at Chicago instead of at the Missouri river, as at present, and take in all the roads between the Missouri river and Chicago. The Union Pacific further claims that the Burlington, under the present agreement, has an advantage, because it controls it own line through from Chicago to Denver, and, in connection with the Denver & Rio Grande and Central Pacific, has a route to California entirely independent of the Union Pacific and its allies east of the Missouri.

As the Alton and the Illinois Central are also interested in the Pacific coast business it is also proposed to take them into the Transcontinental association, and they have been invited to attend the meeting. The Alton officials say they cannot yet tell what position they will assume. They want to learn first under what conditions their road is to be admitted.

The Burlington and Denver & Rio Grande people are strongly opposed to the reorganization of the association on the plan proposed, and they emphatically declare that they will never submit to it, as it is simply another scheme on the part of the Union Pacific combination to deprive them of a portion of their through business. They are of the opinion that the new issue has been raised for the sole purpose of breaking up the association in order to enable the combination roads to fight them on the California business, as well as on the Nebraska, Colorado and Utah business.

The Santa Fe and Northern Pacific will probably side with the Burlington, as they cannot afford to allow the Union Pacific combination to obtain more power and advantages than it already possesses.

J. C. Stubbs, freight traffic manager, and Thomas H. Goodman, general passenger agent of the Central Pacific, arrived here yesterday to attend the meeting. They say the matter at issue is none of their concern. The question of reorganization has to be settled by the eastern connections of their road. They further say they do not mean to take sides in favor of either the Union Pacific combination or the Burlington and Denver & Rio Grande, but to occupy an independent position.

Hints are thrown out, however, that the Central Pacific proposes to take sides with the Union Pacific combination against the Burlington, and that the intention is to have the Central Pacific make an offensive and defensive treaty with the Union Pacific combination in case the Transcontinental association goes out of existence. It is hardly probable, however, that the Central Pacific will do this. It cannot afford to take such a step, because it would compel the Burlington and Rio Grande to extend their line to San Francisco, which can be built within six months. The Central Pacific at present controls all the lines in California, and it is not likely to take a step that would necessarily lead to the breaking up of the monopoly it now enjoys in that state.

St. Paul, Minneapolis & Minnetonka Railway Company.

Articles of incorporation were filed with the secretary of state yesterday of the St. Paul, Minneapolis & Minnetonka Railway company, for the surveying, locating, owning, constructing, maintaining, and operating a railway and telegraph line, with depots, stations, warehouses, construction and repair shops, tracks, switches, etc., from a point within the limits of St. Paul, by or near Fort Snelling, Minnehaha, Minneapolis, near Lakes Harriet and Calhoun, to a point on Lake Minnetonka, at or near the Hotel St. Louis, on the east shore of said lake, and also a branch line from some point on the main line of said railway, within or near the city limits of St. Paul, by or near Merriam Park to a point on the east bank of the Mississippi river near St. Anthony falls, within the city limits of Minneapolis. The principal place of business is to be Minneapolis, the time of the commencement of the corporation January 15, 1884, and the period of its continuance ninety-nine years. The capital stock is is placed at $250,000, divided into 2,500 shares at $100 each to be paid in sums not to exceed 5 per cent. of the full value of each share in any one month as may be called for by the board of directors. The highest amount of indebtedness at no time is to be greater than $150,000 including bonded and all other indebtedness. The incorporators and first board of directors Wm. Ragan, Isham Publes, Silas Avermire, Robert Pierson and John T. James, all of Minneapolis. The first president of the corporation is Wm. Ragan, vice president Silas Avermire, secretary John T. James and treasurer Robert Pierson.

Commissioner Fink Reads the Riot Act to President Sloan, of the Lackawanna.

Commissioner Fink, by authority of the railroads he represents, has informed Samuel Sloan, president of the Delaware, Lackawanna & Western, that unless the road maintains the pool rates and stops making time contracts at reduced rates within a certain period the roads west of Buffalo will stop receiving or delivering through freight to it. This would prevent the Lackawanna from issuing through bills of lading or sending cars beyond its own line. It would have to break bulk at Buffalo. Besides, it would have to pay local rates for freight sent by it over connecting lines. The specific charge made against the Lackawanna is that it gave a discount of 20 per cent. on its freight bills to shippers. The rate from New York to Buffalo is about one-half that from New York to Chicago. The difference between local and through rates west of Buffalo is not so great, but the delays in transportation by reshipment at Buffalo would cause dissatisfaction. Then the discount on freight bills, added to the difference between local and through rates, would leave a very narrow margin in the tariff for the Lackawanna. Mr. Sloan's final answer has not been received. If he does not accept the terms the connecting roads will cut the Lackawanna off. The Grand Trunk, the only road closely allied to the Lackawanna, has promised to obey the commissioner's orders. Mr. Sloan was the first commissioner the trunk lines ever had. He was appointed to the position nearly twenty years ago.

The Burlington will not be Crowded Out.

The Burlington does not propose to be crowded out of the Omaha and Council Bluffs business, and will make a desperate fight to get its share of that business. As there is no disposition on the part of the combination to allow the Burlington a share of the Council Bluffs business coming there by the Union Pacific, it is hard to see how a war can be avoided. It is the Burlington's intention to secure all the business it can at Union Pacific points and have it shipped locally by the Union Pacific to Council Bluffs. From the latter point to Chicago it will make such a rate as will equal the through rates by the combination roads. The Burlington is daily receiving letters from prominent Western shippers, urging it to stand firm against the combination, and promising to back it up with all the means at their command.

Settling Freights.

A meeting is to be held to-day at Milwaukee of freight representatives from the Milwaukee & St. Paul, Chicago & Northwestern, Omaha, Wisconsin Central, and all lines interested in business originating at or destined to Chippewa Falls, Eau Claire, Menomonie or Stillwater, for the purpose of adjusting rates and agreeing upon necessary matters relating to the traffic at the several points named. When these matters shall have been settled, it can be said that Wisconsin freights are as settled as those of any part of the country, or in fact as near that point as repeated conferences and final arguments by all the railway lines can make them, as the entire business of Wisconsin points as well as all of that west of the Mississippi river will then be upon an agreed basis of rates.

Winter Cities in a Summer Land.

This is the title of a beautiful little book, handsomely and profusedly illustrated with striking engravings of the most noticeable points and views in some of the southern cities in Louisiana, Georgia and Florida, principally in the latter state. This little book is issued by the Cincinnati, New Orleans & Texas Railway company and is intended, of course, to illustrate the southern country to which travelers are invited in the winter. Mr. P. S. Gilmore, the traveling passenger agent of that road, with headquarters in Chicago, is now in St. Paul and will be pleased to confer with all people who propose going south. Pullman palace cars run through from Cincinnati to Jacksonville, Fla.

Rail Notes.

Trains on all the roads were on time yesterday, and the weather was very mild and pleasant.

It is reported that there will be a war between the Pennsylvania railroad and the Reading railway, as the former intends to build an extension to Pottsville.

W. H. Hall, having resigned his position as general agent at Cincinnati of the Grand Rapids company, Frank M. Guthrie has been appointed general agent.

Cincinnati *Commercial Gazette*: Under the new management, the office of the Northern Pacific will be removed from New York to St. Paul, and steps taken to prevent wanton speculation in the stock.

F. B. Clark, of the Chicago, St. Paul & Omaha road, and Mr. Boyden, of the Chicago Milwaukee & St. Paul road, left for Milwaukee to attend a meeting for fixing rates from certain points in Wisconsin.

Mr. William J. Anderson has been appointed contracting agent for the Atchison, Topeka & Santa Fe and the southern Kansas railways at Kansas City. Mr. Charles H. Wood has been appointed general agent of the Southern Kansas at Kansas City. Mr. Wood will have supervision of the traffic at Kansas City and Argentine.

Mr. Stimson, superintendent of the Northwestern Car company, at Stillwater, started Tuesday night for San Francisco over the Northern Pacific road, but at 2 o'clock yesterday morning he was telegraphed to, and was reached at Brainerd. He immediately took a special train and returned to St. Paul, and went to Stillwater by a special yesterday over the St. Paul & Duluth road.

Railroad officials in St. Paul yesterday received circulars informing them that until otherwise ordered the rates on cedar posts, car loads, will be from Detroit and Toledo to Kansas City, St. Joseph, Atchison and Leavenworth, twenty-three cents per 100 pounds, from Chicago to same point eighteen cents, from St. Louis to same point eighteen cents, superseding the classification provided for such articles in the joint western classification revised to Sept. 24, 1883.

Helena, Montana, *Independent*, January 5: J. B. Cable, the new superintendent of the Rocky Mountain division of the Northern Pacific—successor to Superintendent Griffin, resigned—arrived from St. Paul by last evening's train. He expects to proceed by to-day's train to Missoula, which will be his headquarters. For several years past Mr. Cable has been assistant superintendent of the Fergus Falls branch of the Manitoba railway, where his efficiency was only equaled by his popularity. Montana will be glad to welcome him as a permanent citizen.

Sherman on the N. P.

[Special Telegram to the Globe.]

NEW YORK, Jan. 9.—The committee appointed to select and secure a successor for Mr. Villard as president of the Northern Pacific railroad are not yet ready to report. Senator Sherman said to-day that the office had not been tendered to him as reported, but that it had been mentioned to him by directors and stock holders. He said to them that he would gladly undertake the duties of the office he could not properly act as president of the road while remaining senator, and he regarded it as his duty to his colleagues and constituents to stick to his present post.

No indebtedness to the Oregon Railway & Navigation company has been discovered since the $340,000 due from Mr. Villard was made good by the transfer of his house, but Mr. T. Jefferson Cooledge, the new president of the company, has appointed Mr. G. O. Morrison to investigate the condition of the road and its affairs on the Pacific coast. He will start to-morrow.

WASHINGTON, Jan. 9.—Senator Sherman's attention having been drawn to the report that the office of president of the Northern Pacific had been tendered to him and declined said:

"The office has not been tendered me but the matter has been mentioned by leading stockholders and directors. I have said while I would gladly undertake the duties of the office and have the highest opinion of the value and success of the road, yet I could not with due regard to my constituents and colleagues in the senate resign the position of senator, nor could I properly, while senator, act as president of the company."

Cutting Rates.

NEW YORK, Jan. 9.—Notice was received at the trunk line headquarters to-day, that the Chicago & Alton had cut passenger rates from points on to Missouri river eastward, to the extent of $4 in through tickets. It is supposed that this reduction is made in a spirit of retaliation for certain measures taken by the trunk lines to prevent the payment of commissions to scalpers, and a demoralization of the railroads. The position of the trunk lines is, that they have the right to name the conditions under which they will sell tickets for western roads. If the western roads were to sell tickets through other agencies on more favorable terms than the trunk lines can sell, it is thought it would lead to a discrimination between the connections of the trunk lines, and finally to a war of rates, and great loss of revenues.

The trunk lines think that the payment of commissions to middle men is pernicious, and not in the interest of the railroads or of the public, and if the railroads can transact business at less than the published rates the public should have the benefit and not the middle men. There is also a suspicion expressed that road agents and commission agents are often in collusion to defraud the railroad companies and the public of their just dues. The best railroad officers in the country, they say, are utterly opposed to the commission system. The trunk lines, it is claimed, are supported in their position by and act with the roads in the joint executive committee, embracing nearly all the roads east of the Mississippi river and Chicago, and by all the western roads except the Chicago & Alton and the Chicago & Rock Island. Although advices received did not state that the Rock Island road would make a similar reduction in rates, it is thought it will soon follow the example of the Alton if it has not already done so. A war of the passenger rates west, which this action will possibly precipitate is viewed with no little apprehension among railroad men.

It is not known what action will be taken by the railroads in joint executive committee to meet this reduction, but it is said assurances have been given by all of them that they will refuse to transact any through business with non-conforming roads. Commissioner Fink announced that on and after Monday next the roads in the joint executive committee will not be parties to buy any through bills of lading issued by the Delaware, Lackawanna & Western railroad. This is in accordance with the dicision of the meeting of the trunk line executive committee, on December 31. It did not admit the Delaware, Lackawanna & Western into the pool on account of its exorbitant demands, and because it had made numerous contracts for transportation at reduced rates, some of which extended over a year, and which President Sloan insisted on carrying.

Transcontinental Association.

CHICAGO, Jan. 9.—A meeting of the Transcontinental association, comprising the lines west of the Missouri river to the Pacific coast, was held here to-day. The meeting began at 3 o'clock and lasted till evening. The main object of the meeting was to consider the proposition to move the terminus of the association from the Missouri river to Chicago by admitting all the connections of the Union Pacific under the recently ratified agreement. This will be to combine all roads west of Chicago to the Pacific coast against Burlington and its allies in Colorado and Utah, or to force the Burlington to join the alliance and pool all its competitive business west of the Missouri river, which it has thus far refused to do. Little progress was made in the real question at issue. At the opening of the meeting, Clark, of the Union Pacific, presented a resolution to the effect that the Rock Island, Northwestern, Wabash, Alton, St. Paul, Burlington and the St. Louis & San Francisco roads be admitted to the Transcontinental association on equal terms with those already in. This was laid over without action till to-morrow. The remainder of the session was occupied in consideration of the rules of the association. It is believed the session will cover several days. The impression is, that unless the Missouri river lines are admitted to the transcontinental association. The Union Pacific will withdraw therefrom. It is not believed they will be admitted, as it is argued it would make the association unwieldy in size and would involve the Central and Northern Pacific in a war with the Burlington and subject the former to danger of having its lines paralleled to the Pacific coast. The cut in rates at Kansas City on the passenger business to New York began this morning and resulted in a meeting of the general passenger agents of the Missouri river lines here to-day, for the purpose of considering the question of the maximum of commissions to common points. No conclusion was reached, and the meeting will be continued to-morrow. Information is received here to-day that the Wabash, Burlington and Missouri Pacific roads met the cut at Kansas City made by the Alton & Rock Island.

G. K. Barnes' Successor.

[Special Telegram to the Globe.

CHICAGO, Jan 9.—The officials of the Northern Pacific held a meeting to-day at the Grand Pacific hotel, at which a successor of G. K. Barnes, who recently resigned the position of general passenger agent of the road, was decided upon. C. S. Fee, assistant general passenger agent of the road, will succeed Mr. Barnes, and H. C. Davis, recent assistant general passenger agent of the Manitoba road will succeed Mr. Fee. The official announcement has not yet been made, but it is understood that the matter has been positively determined upon. Mr. Fee has an enviable record as a thoroughgoing passenger man, and his promotion is a fitting mark of appreciation. Mr. Davis was the first brakeman and fired on the first engine on the Northern Pacific and delivered the first stroke on the last spike. Since his early connection with the Northern Pacific he has been Chicago ticket agent for the Fort Wayne road, superintendent of the Pullman service of the St. Paul, and assistant general passenger agent of the Manitoba.

Cable Railway.

NEW YORK, Jan. 9.—Members of the Rapid Transit company left this morning for Chicago, via Pittsburg, on the Pennsylvania railroad. The object is to examine the system of the operation and construction of the National Cable Railway company's road in Chicago. The members of the commission are accompanied by a number of prominent citizens and railroad officials, and will be joined at Pittsburg by several gentlemen. The party before returning will visit and inspect the Pullman Palace Car works, at Pullman, Ill.

The West Shore.

NEW YORK, Jan. 9.—The following were elected directors of the West Shore railroad: Horace Porter, G. M. Pullman, H. M. Victor, Newcomb J. J. McComb, J. F. Wœrischoffer, F. Billings, E. D. Adams, J. W. Ellis, Theo. Houlson, H. K. McKay, Elmer L. Corthell, P. M. McLemar and J. B. Kerr. No additional bonds of any kind were authorized by the company. Charles Lanier, Henry Villard, Charles Payne and R. T Wilson retired from the board of directors.

Fares Down.

KANSAS CITY, Mo., Jan. 9.—All railroads this morning made a reduction of $4 in New York tickets on first class and $3 on second class. No other points are as yet affected.

SEVENTH STREET.

The Contract for Grading and Bridging Finally Consummated—The Nature of the Work.

The contract for the grading and bridging of Seventh street which has held fire so long has at last been executed, by McArthur Brothers, contractors, of Chicago. By this contract they are to grade Seventh (7th) street, from Kittson street to Brook street, and from the east line of the right of way of the St. Paul, Minneapolis & Manitoba Railroad company to Minnehaha street; Hoffman avenue, from Sixth street to Seventh street; Maria avenue, from Sixth street to Eighth street; Hope street, from Sixth street to Margaret street, Margaret street from Arcade street to Greenbrier avenue; Sinnen street, from Sixth street to Seventh street; Eichenwald street, from Sixth street to Seventh street, and Bradley street, from Woodward street to the south line of blocks thirteen (13) and fourteen (14) of Brunson's addition to St. Paul, and to do all the work necessary to fully complete the improvement in accordance with the plans and specifications on file in the office of the board of public works of the city of St. Paul.

SPECIAL WORK AND MATERIAL.

For work not required by the plans or specifications where specially ordered by the city to meet unforeseen obstacles, the prices are to be as follows:

For timber work forming part of permanent work only, including all nails and framing, per 1,000 feet B. M.	$20 00
For rubble masonry laid in cement mortar, per cubic yard	5 00
For concrete, per cubic yard	5 00
For brick masonry laid in cement, per 1,000 brick	25 00
For rip rap or slope wall, per cubic yard	3 00
All estimates of brick work will be made at 15 brick per square foot of 8 inch wall.	
For earth excavation (inclusive of refilling and removing surplus), per cubic yard.	.25
For cast iron work in place (inclusive of cost of patterns), per pound	.05
For wrought iron in place, per pound	.10
For pipe sewer laid, the list price only.	
For piles driven and cut off, for part left in the ground only, per linear foot	.30
For piling ordered and delivered less amount paid for as piles driven, per linear foot	.15

All work measured by cubic yard shall be allowed at its actual cubical contents only, no customary measurements being allowed in any case.

GRAND JURY WORK.

Six Indictments Against Offenders Found Yesterday—The Murderer of Kask the Principal One.

The grand jury was actively at work yesterday. The members of it seem to have lost no time at all, but proceeded at once to business like industrious law abiding, energetic people, determined to do their duty in expeditious and workmanlike manner as all grand juries ought to. They disposed of six cases, and as the testimony was sufficient in all of them upon which to find an indictment no trouble was found in coming to a conclusion in each.

The case of Sorenson charged with the murder of John Kask, was one of the principal and most important that was brought to the attention of the jury yesterday. The facts of the case are well known to the readers of the GLOBE, having occurred only about a week or two ago. It was the result of a drunken family brawl. The people lived on Dayton's bluff, and while the party was punishing a quantity of alcohol, Kask, the murdered man, called Sorenson vile names, and charged him with improper conduct with his, (Kask's) wife, when the former struck the latter, and beat him, injuring him so that he died the next day. Sorenson immediately fled and was captured in Stillwater. The evidence was such that the jury had no trouble in finding a true bill.

No trouble was met with in finding an indictment against A. Cross for stealing an overcoat from Merrill Ryder, on Jackson street.

An indictment was also found against Connelly and Kruder, charged with robbing an old man named Neally, in the Market house shed about two weeks ago. Neally had a stand in the old shed where he sold small articles. During the day the two defendants went to him and talked about buying him out, and finally paid him a small sum of money to bind the bargain. In the latter part of the day and in the evening they met Neally again and talked and drank with him, and finally knocked him down, beat him and robbed him of $117. The two defendants were fully identified. The witnesses before the grand jury were Mr. Neally, his wife, and daughter and the police officer.

The well known Nick Klinger, was also investigated on a charge of robbing a Swede several weeks ago out on the Fort road.

The same with Eureka, who stole an overcoat from Rothschild, the clothing man on Seventh street between Sibley and Jackson streets.

C. Adams was also before the jury on a charge of stealing an overcoat from James Horan at the corner of Seventh and Rosabel streets.

This finishes up a pretty full day's work for the jury when it adjourned and will resume its labors to-day.

Striking Printers.

The compositors on the *Volkszeitung* struck yesterday under the following circumstances: Mr. Lienau left the night before for the east, and yesterday morning, while he was out of town, a committee of three from the compositors waited upon the gentleman who has charge of the business during Mr. Lienau's absence, and made a demand upon him for an advance of 2½ cents per thousand. The price paid was thirty-five cents per thousand, and they demanded 37½, the decision to be rendered within an hour. The gentleman replied to the committee that he had no authority to either increase or decrease the pay of the men, and of course he could not comply with their request, but that he would telegraph immediately and as soon as he got a reply, which would be, probably, sometime during the day, he would communicate the same to the men. The committee refused this and demanded an immediate refusal or assent to the demand, and, as the gentleman could not do either the one or the other the men all struck and went out of the office. The men in the job room went to work, and the paper was got out as usual, though about an hour late.

Subsequently a dispatch was received from Mr. Lienau, but he did not authorize the increase demanded. On the contrary, he will fill up with new printers.

Keep Warm.

Cheap fuel at J. A. Baley's, 360 Jackson and corner of Rice and Martin: Maple, $6.00; Oak and Birch, $5.00; Mixed Ash and Elm, $4; Bass, $3.50. All kinds of coal at reduced prices.

HOMEOPATHIC MEDICAL SOCIETY.

Regular Monthly Meeting—Consideration of the St. Anthony Hill Sewerage System—Recommendation to the Health Authorities.

The regular monthly meeting of the Homeopathic Medical society of St. Paul was held Wednesday evening at the Windsor hotel.

Owing to the solicitations of their patrons, the members of the society during the past month have been investigating whether any connection existed between the sewerage system of St. Anthony hill and the spread of diphtheria and typhoid fever.

Dr. Dorion made special inquiries regarding this point, and could find no instance in which the sewers had any direct influence upon the health of his families. His cases of diphtheria existed where no possible connection with the sewerage system could be traced. He did not think the prevailing types of diseases were influenced by sewer emanations.

Dr. Higbee—Much alarm is excited by the marked odor arising from many of the catch basins on the hill. The same may be observed at the older catch basins in other parts of the city. The majority of his cases of typhoid fever and diphtheria occurred in families where no connection existed between house and sewer. Cold and exposure he considers to be a potent cause of diphtheria.

Dr. Hutchinson: Consider that the opening of sewers without sufficient water to flush them to be very reprehensible, the overflow from sinks and cisterns being insufficient. The most cases of diphtheria occurred away from line of sewers. In many instances he could trace no possible source of infection.

Dr. Craddock: Sewer gas *per se* incapable of producing diphtheria or typhoid, some other conditions are required besides filth accumulations and decomposition. Sewers afford an excellent *nidus* for these poisons to propagate themselves. Sewer gas not to be feared for itself but for what it may carry.

Resolved, That the members of this society, after a full investigation, conclude that the system of sewerage recently constructed on St. Anthony hill has not as yet materially contributed to producing or sustaining diphtheria or typhoid fever.

Cases occurring along the line of sewers occasioned alarm. The majority of cases have developed in places away from any possible contamination from the sewers. We consider the use of these sewers for any length of time without proper flushing as directly prejudicial to public health, and it is incumbent upon the authorities to see that the sewers are systematically flushed.

A POOR GRIST.

A Seedy Criminal Calendar this Morning.

The black maria's springs were not at all sprung by the load it carried up to the market house yesterday morning and its occupants hardly won a casual glance from the street gamins who were on the watch to lift apples and walnuts which any daring dealer might leave his eye off of in front of the stalls in that edifice. A few dealers from the country with split wood at $2 the load with the best sticks on top, came up and gave a suburban grin at the unloading and gazed admiringly upon the brass buttons of the officers in charge, but the circus evidently had no great charms for them.

Thomas Lee was brought up first for stealing a cap from the front of a store. He undertook to tell how he was going by when the article fell, from a nail on his his head, but was choked off by his honor and given thirty days at the workhouse as a New Years present.

Goltlieb Houlele for selling unmarketable swine and Peter Newgard and Louis P. Swanton for hogging money out of poor laborers and sending them down to Winona for imaginative winter jobs, were given until to-day to untie themselves from the meshes of the law into which they had fallen, if their finger nails should prove long enough.

Thomas Horan and Wm. Devitt explained their little joke of taking Henry Cornack's gold watch and chain in fun so emphatically, that his honor dismissed the charge of larceny which originally brought them into durance. The audience kind of felt as though they had somehow paid for that fun in something as substantial as a poultice to their accuser.

John Martin having undertaken to convert a public street into a back yard of his own, to the effect of hindering and obstructing travel, paid his $2 and costs therefor like a little man, and will probably to get square, kill any neighbor's chickens that put claw over the boundary lines of his sweet home hereafter.

Emma Bond Fund.

To the Editor of the Globe:

Several parties have asked whether I would receive contributions here and forward them for the "Emma Bond fund" and have requested me to make public the fact. Henry M. Smythe, Perry H. Gribben, C. G. Kimball and Henry L. Williams have each handed me $1 for the fund. Prof. Sue M. D. Fry, of Bloomington, Ill., who started this movement December 31, at Palmyra, Wisconsin, writes that a number of prominent gentlemen and ladies of Illinois have taken up the movement and are determined to push it till the family of Abner Bond (who recently hung himself) have been repaid all moneys he advanced to aid the prosecution, till the mortgage is removed from Mr. Bond's farm and till Miss Emma Bond is comfortably provided for while she may survive the terrible injuries inflicted upon her.

The following special was received yesterday:

SANITARIUM, PALMYRA, Wis., Jan. 9, 1884.—Contributions to the Miss "Emma Bond Fund" are received daily. Letters from different parts of the country, New Jersey, Illinois, Dakota, Minnesota and elsewhere, are being received all containing money. JOHN W. DAVIS, Treasurer.

All who desire to aid in this worthy cause can hand or transmit contributions to me, and I will acknowledge same and transmit the funds thus contributed to the Palmyra Springs sanitarium to be entered in the registry opened for that purpose and to be accounted for to Miss Emma Bond.

JAMES H. DAVIDSON.

Articles of Incorporation.

Articles of incorporation were filed with the secretary of state yesterday of the Sault Ste. Marie Land and Improvement company, for the buying, owning, improving, selling and dealing in lands, tenements and hereditaments, real, mixed and personal estate and property, including timber and farming lands and town sites, village and city property in Minnesota, Wisconsin and Michigan. The principal place of business is Minneapolis, the date of its commencement, January 21, 1884, and the period of its continuance thirty years. The capital stock is placed at $200,000 to be paid in installments to be divided into 2,000 shares of $100 each and the highest amount of liability is placed at $10,000. The names of the incorporators and first board of directors are Wm. D. Washburn, John Martin, Henry F. Welles, John S. Pillsbury and Thomas Lowry.

For Sale,

At Delaney & O'Connor's Northwestern Stock Yards, choice fresh milch cows, springers and pinery oxen.

THE COURTS.

Supreme Court.

At yesterday's session of the supreme court all the justices were present and the following business was transacted:

Frederick McKee, appellant, vs. Edward Metoon, respondent; argued and submitted.

Hobart G. Hamlin, appellant, vs. Bartholomew Wistor, respondent; submitted on briefs.

Edward Columbus appeared by counsel Chas. E. Flandrau, Esq., and on affidavit asked leave to file an information in the nature of a *quo warranto* against Thomas C. Shopleigh to determine the title to the office of clerk of the district court of Polk county.

A portrait of the Hon. Chas. E. Flandrau, an associate justice of the supreme court of Minnesota at its first organization having been presented to this court, ordered that the same be permanently placed upon the walls of the supreme court room. Ordered further that the clerk communicate to the donor the thanks of this court in behalf of itself and the bar of the state.

Adjourned to to-day at 9:30 a. m.

District Court.

GENERAL TERM.

[Before Judge Brill.]

The court convened at 10 a. m. yesterday, and the names of the grand jurors being called, all answered thereto. The court excused Wm. Lindeke from serving as a grand juror on account of illness, and Clerk Bell administered the oath to the remainder of the venire. After appointing Daniel H. Moon as their foreman the court proceeded to his charge, which was a rehearsal of the rights possessed by grand jurors under the law in finding indictments and presentments, the characteristics of each of these findings, the necessity for keeping the individual proceedings of their sessions secret both while sitting and afterwards, and stating that the only parties who could be present at their examinations of witnesses, etc., were the county attorney and sheriff.

At 10:30 the grand jury retired, after which there was some further business arranged by a number of members of the bar relating to the trial of civil cases.

Charles E. Flandrau motioned for a continuance to next term of the Daniel B. Vermilye vs. Mary C. Vermilye divorce suit, which motion was denied.

Adjourned.

SPECIAL TERM.

[Before Judge Wilkin.]

W. J. Hennessy vs. Jacob Paleson, judgment of $1,847 for plaintiff.

[Before Judge Simons.]

Sarah Gouldhawke vs. Halford Spencer Gouldhawke; divorce granted.

Probate Court.

[Before Judge McGrorty.]

Estate of Eugenia A. Wise, deceased; hearing on petition for decree. Adjourned to Dec. 15.

Estate of Jacob Elsasor, deceased; hearing objections to claims. Adjourned to Dec. 16.

Municipal Court.

[Before Judge Burr.]

Thomas Lee, stealing a cap; committed for thirty days.

Gottlieb Houlele, selling deseased pork; continued until to-day.

Peter Newgard and Lewis P. Swanton, violation of employment bureau ordinance; continued until to-day.

Thomas Horan and Wm. Devitt, accused of larceny; discharged.

John Martin, obstructing the streets; fined $2 and costs.

Everybody Knows It.

When you have Itch, Salt Rheum, Galls, or Skin Eruptions of any kind, and the Piles, that you know without being told of it, A. P. Wilkes, R. & E. Zimmerman and E. Stierle, the druggists, will sell you Dr. Bosanko's Pile remedy for fifty cents, which affords immediate relief. A sure cure.

Nelson Will Not Dare Oppose Washburn.

Aitkin Age.

A petition is being signed by every male inhabitant of Aitkin who sees it asking our member of congress to use his influence against the passage of the bill introduced by Washburn for the repeal of the pre-emption act. It is an infernal steal in the interest of the pine land ring and The Age has again and again cried out against it, but of course we can only express ourselves and console ourselves with the fact that like the colonists we have appealed in vain. Let Mr. Nelson show whether the ring owns him or the people of his district. By opposing it he will convince the voters of this district that he cares more for their interests than he does for the aristocrat who is trying to force the reppeal.

LEGAL.

STATE OF MINNESOTA, COUNTY OF RAMSEY—ss. In Probate Court, special term, January 9, 1884.

In the matter of the estate of Mary H. Hyndman, deceased.

On reading and filing the petition of William H. Hyndman, executor of the estate of Mary H. Hyndman, deceased, representing among other things, that he has fully administered said estate, and praying that a time and place be fixed for examining and allowing his account of his administration, and for the assignment of the residue of said estate to heirs;

It is ordered, that said account be examined and petition heard, by the judge of this court, on Saturday, the 2d day of February, A. D. 1884, at ten o'clock a. m., at the probate office, in said county.

And it is further ordered, that notice thereof be given to all persons interested by publishing a copy of this order for three successive weeks prior to said day of hearing in the DAILY GLOBE, a newspaper, printed and published at Saint Paul, in said county.

By the Court, WM. B. MCGRORTY, Judge of Probate.

[L. S.]

Attest: FRANK ROBERT, Jr., Clerk.

BIGELOW, FLANDRAU & SQUIRES, Attorneys for executor. jan10-thu-4w

STATE OF MINNESOTA, COUNTY OF RAMSEY—ss. In Probate Court, special term, December 26, 1883.

In the matter of the estate of A. Eliza Wright, deceased:

On reading and filing the petition of B. F. Wright, administrator of the estate of A. Eliza Wright, deceased, representing among other things, that he has fully administered said estate, and praying that a time and place be fixed for examining and allowing his account of administration, and for the assignment of the residue of said estate to heirs;

It is ordered, That said account be examined, and petition heard by the Judge of this Court, on Saturday, the 19th day of January, A. D. 1884, at 10 o'clock a. m., at the Probate office in said county.

And it is further ordered, that notice thereof be given to all persons interested, by publishing a copy of this order for three successive weeks prior to said day of hearing, in the DAILY GLOBE, a newspaper printed and published at Saint Paul, in said county.

By the Court, WM. B. MCGRORTY, Judge of Probate.

[L. S.]

Attest: FRANK ROBERT, Jr., Clerk.

dec27-thur-4w

Notice of Dissolution of Partnership.

Notice is hereby given that the copartnership lately subsisting between E. Albrecht, O. P. Lanpher and D. B. Finch, of St. Paul, Minnesota, under the firm name of ALBRECHT, LANPHER & FINCH was dissolved on the 31st day of December, 1883, by mutual consent. That on the first day of January, 1884, said O. P. Lanpher, and said D. B. Finch and J. H. Skinner entered into copartnership under the firm name of LANPHER, FINCH and SKINNER, who will hereafter conduct the same business, at the same place, in the city of St. Paul, and who assumed all the debts and liabilities of said Albrecht, Lanpher and Finch, and to whom all accounts and bills owing said Albrecht, Lanpher and Finch should be paid.

Dated January 9th, 1884.

E. ALBRECHT,
O. P. LANPHER,
D. B. FINCH,
J. H. SKINNER.

10-12

LEGAL.

STATE OF MINNESOTA, COUNTY OF RAMSEY—ss. District Court, Second Judicial District.

Charles E. Keller and Annice E. Keller, copartners as C. E. Keller and Company, plaintiffs, vs. Sarah R. Grant and Elizabeth A. Wood, copartners doing business under the firm name and style of S. R. Grant and Company, S. A. Grant, John H. Wood, Ada L. Mayall, Sophia S. Brown, Fred C. Nicolai, John H. Wolterstorff and William F. Moritz, copartners as Wolterstorff and Moritz, Alexander McLean, John McLean, Edward Cassan and Vetal Cassan, copartners as Edward Cassan and Company, The American Manufacturing Company, N. B. Hussey, J. A. Egleston and Frank Hussey, copartners as Hussey, Egleston and Company, and Edward H. Biggs, defendants.

SUMMONS.

The State of Minnesota to the above named Defendants:

You, and each of you, are hereby summoned and required to answer the complaint of the plaintiffs in the above entitled action, which has heretofore been filed in the office of the clerk of said court, and to serve a copy of your answer to said complaint on the subscribers, at their office in the city of Saint Paul, in the county of Ramsey, within twenty days after the service of this summons upon you, exclusive of the day of such service, and if you fail to answer the said complaint within the time aforesaid, the plaintiffs in this action will apply to the court for the relief demanded in the complaint.

HORTON & MORRISON, Plaintiffs' attorneys, St. Paul, Minn. jan10 thur-7w

STATE OF MINNESOTA, COUNTY OF RAMSEY—ss.

The State of Minnesota to Morris W. Wheeler, doing business under the firm name of M. W. Wheeler & Co., defendant:

You are hereby summoned to be and appear before the undersigned, one of the Justices of the Peace in and for said county, on the 7th day of February, 1884, at 10 o'clock in the forenoon, at my office in the city of Saint Paul, in said county, to answer to T. C. Connor, in a civil action.

Should you fail to appear at the time and place aforesaid, judgment will be rendered against you upon the evidence adduced by said T. C. Connor for such sum as he shall show himself entitled to.

Given under my hand this 9th day of January, A.D. 1884. E. H. WOOD, Justice of the Peace.

ERWIN, RYAN & IVES, Attorneys for plaintiff. jan10-4w-thur

STATE OF MINNESOTA, COUNTY OF RAMSEY—ss. District Court, Second Judicial District.

Herman Greve, plaintiff, against Ann Matilda Piffard, Frank A. Ward and Nina Haight Piffard, as executors of the last will and testament of Sarah Eyre Piffard, deceased; Ann Matilda Piffard and Charles Jones, as executors of the last will and testament of David Piffard, deceased; Ann Matilda Piffard, Frank A. Ward, Mary H. Ward, Nina Haight Piffard, Emma Matilda Piffard, Harry Piffard, Helen Strong Piffard, Charles Carroll Piffard, Henry G. Piffard, Ann M. Piffard (wife of said Henry G.), David Halsey Piffard; also, all other persons or parties unknown, claiming any right, title, estate, lien or interest in the real estate described in the complaint herein, defendants.

SUMMONS FOR RELIEF.

The State of Minnesota to the above named defendants:

You are hereby summoned and required to answer the complaint of the plaintiff in the above entitled action, which is on file in the office of the clerk of said court in the city of St. Paul in the county of Ramsey and state of Minnesota, and to serve a copy of your answer to said complaint on the subscribers, at their office, room 22, Gilfillan block in the city of St. Paul in the county of Ramsey, within twenty days after the service of this summons upon you, exclusive of the day of such service; and, if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will apply to the court for the relief demanded in the complaint.

WARNER & STEVENS, Plaintiff's Attorneys, Saint Paul, Minnesota. dec30-7w-thurs

STATE OF MINNESOTA—COUNTY OF RAMSEY, ss. District Court, Second Judic