ST. PAUL NEWS.

THE RAILWAYS.

THE NEW PRESIDENT OF THE NORTHERN PACIFIC ROAD.

Mr. Harris' Selection Received With Satisfaction—The Rumored Receivership for the Company Ridiculed—A False Report Regarding the St. Paul and Duluth—Fink's Circular Against the Lackawanna Withdrawn.

The New President of the Northern Pacific.

Yesterday morning the GLOBE received and published a dispatch from the east announcing that Robert Harris would be selected as the president of the Northern Pacific, at the meeting yesterday. The GLOBE gave the statement an editorial confirmation by expressing a very decided opinion that Mr. Harris would be the man. The result of the meeting shows how well founded that opinion was. Mr. Harris was elected and proceeded at once to the performance of his duties. The report of the committee and the manner of his nomination and election are given in the dispatches. He is well known to be one of the best practical railroad men in the United States, and it is even doubtful if, in this respect, he has his equal. He was formerly vice president of the Chicago, Burlington, and Quincy road, and it is due to his sagacity, good judgement and ability that that corporation went to the front rank in the great railroads of this country, and is to-day one of the best equipped and successful roads that we have. From the Burlington road Mr. Harris went to the New York, Lake Erie & Western, where he was made vice president, and acted as general superintendent, and there again he made his ability felt. He is a large stockholder in the Northern Pacific and a director also. After General Haupt resigned the position of general manager of the Northern Pacific, Mr. Harris was one of the first persons named as his successor, and he was strongly urged to accept, but could not be induced to. He has been over the road and no man is better acquainted with its vast resources than he is, or more capable of developing that splendid property. With Mr. Harris in New York and Mr. Oakes here in St. Paul there can be no doubt the road will be brought up to a standard that will place the stock in the first rank of securities.

Immediately after the announcement yesterday of his election, the stock advanced very perceptibly, which indicated that the tide had turned. At the headquarters of the road here in St. Paul there was evident satisfaction. All agreed that the selection was a very fortunate one, and all, without exception were very decided in their views, especially Mr. Muir and Col. Sanborn. They regard him as one of the very best railroad men in the country, and one, too, who is well acquainted with the requirements of western roads and the general manner of running and conducting them. His election has inspired all with enthusiasm, and there seems to be no doubt that his being placed in that position will go far to lift that valuable property into the position it is justly entitled to hold of being one of the best roads in the country.

The New President of the Northern Pacific.

NEW YORK, Jan. 17.—At a meeting of the directors of the Northern Pacific Railway company to-day, the special committee appointed to consider the question of a successor to Villard reported as follows:

"GENTLEMEN: The special committee appointed by you at your last meeting to recommend what action should be taken by you relative to the vacancy existing in the office of president of the company, and, after giving the matter their most careful consideration, have unanimously decided to nominate to you Robt. Harris, at present vice president of the New York, Lake Erie & Western railroad company to fill the vacancy caused by the resignation of Henry Villard. Your committee are satisfied, from the well known reputation of Mr. Harris as a railroad manager, and his intimate acquaintance with the requirements of western roads, from his long connection with the Chicago, Burlington and Quincy, that his appointment will be accepted by the shareholders and the public generally as an evidence that the management of the Northern Pacific railroad Co. be in the hands of an executive officer, capable of developing the property and securing for the stock holders the returns, to which they are entitled. Yours very truly,

[Signed,] J. PIERMONT MORGAN,
F. BILLINGS,
B. P. CHANEY,
A. BELMONT,
J. C. BULLITT.

The report was accepted and Mr. Harris was unanimonsly elected. Mr. Harris thanked the directors for the honor, and assumed his duties immediately.

The St. Paul & Duluth.

The presence of Mr. Hughitt, president of the Chicago, St. Paul & Omaha road, has caused a kind of revival of the oft repeated report that the St. Paul & Duluth road is to be sold out to the Chicago, Milwaukee & St. Paul road. The Minneapolis paper published in St. Paul, says that Mr. Hughitt "will, while here, make arrangements for the transfer of the St. Paul & Duluth stock held by the company. Mr. Hill, of the Manitoba, has, it is said, also completed arrangements for the transfer of the stock of the same road held by the Manitoba. The Milwaukee & St. Paul will purchase both interests and hereafter operate the St. Paul & Duluth as a division of its own line." Mr. Hill was interrogated yesterday in regard to the matter, and declared there was not a word of truth in the statement; that these were the old rumors revived for the twentieth time, but that the reports were false. Not only was the statement untrue, but he said also that it was but one of the many false statements made by that paper in regard to this subject during the past few months; and that, at the same time, no representative of that paper had been to him to ascertain whether or not there was any ground for the reports. While, he said, he did not desire to advertise his private business to the world, he would say that the St. Paul & Manitoba road had not sold any stock of the St. Paul & Duluth to the Chicago, Milwaukee & St. Paul, and did not propose to. As to the story that the Chicago, Milwaukee & St. Paul would buy out the stock of the other two roads as a division of its own line, Mr. Hill says is equally untrue. There is no such intention, and besides, if there was, it could not be carried out, for the very plain and simple reason that if all the stock of the three parties was united in the hands of one it would be far less than a majority of the stock of the road, and consequently could control nothing.

William Gay Swan.

Judge Chandler, of the Chicago, Milwaukee & St. Paul road, yesterday received a dispatch from Mr. S. S. Merrill at Milwaukee, announcing the fact that William Gay Swan, general freight agent of that road, died at his residence in Milwaukee about 12 o'clock on Wednesday night. The announcement caused very deep grief among all railroad men in this vicinity, who knew the deceased.

A BRIEF SKETCH OF HIS LIFE.

Mr. Swan was about forty-three years of age at the time of his death. At the age of seventeen he went to work for the Northwestern road at Chicago, as messenger boy, and developed into a telegraph operator of great ability. At twenty-one years of age he was chief clerk in the general freight office, under Charles S. Tappan. He was a very bright, ambitious young man, willing to work, and as Mr. Tappan was an easy going gentleman and willing that young Swan should do all the work he desired to, the latter took most of the business upon himself. He afterwards became assistant general freight agent, and stayed with the road till 1868. At that time he resigned and went into business for himself at Sioux City. In July, 1870, he returned to railroading, and entered the service of the Chicago, Milwaukee & St. Paul road, as assistant general freight agent, which position he held till 1873, when M. R. Baldwin, the president of the West Wisconsin road, secured his services as general superintendent, and he removed to Hudson, Wis. He continued with that road till H. H. Porter acquired it six or seven years ago, when he went to New York, and there remained a year as the general agent of the Northwestern and West Wisconsin roads. He then re-entered the service of the Chicago, Milwaukee & St. Paul as general freight agent, and continued to hold that position till promoted to superintendent of freight traffic in 1881, which position he held till October last, when he resigned on account of ill health. At that time he was confined to his room and so continued till he expired on Wednesday night last.

No man connected with the railroad service was better known throughout the northwest than was the subject of this sketch. He displayed great ability in every position he ever held from boyhood up. He was a generous, whole-souled gentleman, and made troops of friends and no enemies. He died poor, never having accumulated anything, but when he resigned, Oct. 1st, his fellow employees and other friends made up a purse of $7,500 for him, the benefit of which his wife will receive. He leaves a wife but no children.

The funeral services over the remains will be held at 1 o'clock p. m. Saturday, at St. Paul's church, Milwaukee.

A Rediculous Report.

Some of those who are very pretentious in their self asserted knowledge of railroad matters, have recently been very glib in predicting that the Oregon Railroad and Navigation company, the Oregon Transcontinental and the Northern Pacific would very soon be placed in the hands of receivers. The officers of the Northern Pacific at the headquarters here in St. Paul laugh at the talk of these persons who think they know a great deal about these great corporations. When the opinion of Col. Lamborn on this subject was asked yesterday he laughed at the idea and wanted to know what the reason was for wishing to put the Oregon Railroad and Navigation Company into the hands of a receiver. That corporation he said has $24,000,000 of stock, and only 5,788,000 in bonds, with all the interest on the bonds paid, and was paying 10 per cent. per annum on the stock? In the light of these facts it was not easy to see why a receiver was needed.

In regard to the Oregon Transcontinental he showed that last year it paid 6 per cent. dividends. The boudholders are the only persons that could have a receiver appointed and what do they want of a receiver while the corporation is paying satisfactory dividends. He pronounced all this talk about the appointment of a receiver as nothing but talk.

The Northern Pacific, Col. Lamborn said, was paying interest right along, and is now earning a surplus, and that the indications are that the earnings will be sufficient for the next three months, which are not the most desirable of the year for railroading, sufficient to pay interest on the preferred stock. The prospects are that those glib-tongued gentlemen who have been making these wild statements will be compelled to admit that they have been talking about something they know not of.

SALE OF REAL ESTATE.

The following comparative statement of the sales of land of the Northern Pacific in the years 1842 and 1883 are instructive.

Year.	Acres.	Amount.	Town Lots.
1883.	688,257.18	$2,935,545.79	$297,511.32
1882.	675,756.89	2,880,638.85	190,322.65
	12,500.29	$554,906.94	$107,188.67

Average per acre, 1883.....$4 26
Average per acre, 1882..... 3 52
Increase 1883, 74c per acre.

A Probable War on Canadian and Northwestern Emigrant Rates.

[Chicago Tribune, 16.]

A meeting of the representatives of the Canadian and Northwestern roads interested in the emigrant business between Ontario points and Manitoba and the Northwest was held in the Grand Pacific hotel yesterday. The following roads were represented. Grand Trunk, Northwestern, Michigan Central, Rock Island, Mtlwaukee & St. Paul, St. Paul, Minneapolis & Manitoba, Canadian Pacific and Northern Pacific. Mr. Allen Manvel, of the St. Paul, Minneapolis & Manitoba, occupied the chair, and Mr. F. I. Whitney, of the Michigan Central, acted as secretary. The object of the meeting was to agree upon uniform emigrant rates between Ontario points and Manitoba and the northwest for the season of 1884. After a short discussion it was found that the Canadian Pacifc representative was not authorized to make an agreement with the other roads, and consequently the meeting adjourned, subject to the call of Mr. J. Stephenson, general passenger agent of the Grand Trunk.

The indications are that the roads will not be able to agree upon uniform emigrant rates this season, and the Canadian and Northwestern emigrant business this year will be highly unprofitable. It appears that the Canadian Pacific has decided to make the rate for emigrants from Quebec to Winnipeg, via Port Arthur Landing, $9.74. The regular rate heretofore charged by the all-rail lines was $31.50. As far as can be learned, the Canadian Pacific refuses to change its position, and insists upon the above named rate; consequently the other roads interested in this business are greatly excited and are devising measures to protect their interests. Of course, the Canadian Pacific can make no money at such rates, but its object is said to be to induce emigrants to locate on its line west of Winnipeg. The Canadian Pacific has thus far found it difficult to induce emigrants to locate on its line on account of the short seasons in that section, and the rigorous winters. Many of the emigrants who have heretofore been induced to settle in Manitoba and at other points on its line have been unable to make a living and have endured great hardships. A large number have bid farewell to their new homes and located on the lines of the St. Paul and Manitoba, Northern Pacific, and other roads where the climate is more agreeable, and where there is a better chance to earn a living. This state of affairs compels the Canadian Pacific to make special efforts to secure a population along the line of its road, and it expects to accomplish this by offering emigrants a nominal rate. Without population along its line the road will be of little use, and must necessarily prove an unprofitable investment. It is hardly probable that the new move will prove of much benefit to the Canadian Pacific, as its competitors further south are determined to meet any rate the former may make. The officers of the St. Paul & Manitoba, and the Northern Pacific and their connections state that if the Canadian Pacific does not agree with them upon fair and uniform rates, they will make the same rates as are made by the Canadian Pacific to Winnipeg to all equi-distant points on their lines, and thus prevent the Canaeian Pacific from reaping any benefit from its scheme.

The Order Suspended.

NEW YORK, Jan. 17.—The order issued by Commissioner Fink prohibiting the lines west of Buffalo from receiving through freights from the Delaware, Lackawanna & Western was suspended to-day. Fink stated that that was done in consequence of the consent of the Delaware, Lackawanna & Western to submit the questions in dispute between that road and the trunk lines to arbitration, and the order is not wholly withdrawn but merely suspended, while negotiations are pending. At the office of the Delaware, Lackawanna & Western, President Sloan denied making any overtures, but asserted that when Fink heard of the injunction granted by the supreme court at Buffalo yesterday, restraining the trunk lines from interfering with business of the Delaware, Lackawanna & Western, or from refusing to receive its through freight, he immediately withdrew the order, and offered to agree to a new arbitration. This proposition Sloan accepted. The new board of arbitration will be composed of three members, one chosen by the Delaware, Lackawanna & Western, one by the joint executive committee, and the third by the other two. Sloan says he will not press the injunction at present, and there is no necessity to do so, since the withdrawal of the order by Fink.

Utah Pool.

CHICAGO, Ill., Jan. 17.—Commissioner Daniels has drafted an agreement looking to the formation of a Utah passenger pool between Salt Lake and Missouri river points, and to embrace the Union Pacific, Burlington & Missouri, Denver & Rio Grande and the Atchison & Topeka. The terms of the agreement are not known. It is understood they will be submitted to General Manager Clark of the Union Pacific, to be approved. It is also understood that the officers of the Atchison, Topeka & Sante Fe will agree. It is being considered by the managers of the other lines. It is probable that it will not be consummated until the Utah freight pool difficulties are adjusted.

Rail Notes.

Gov. Hubbard came in yesterday over the Royal Route.

C. C. Hill, traveling passenger agent of the Danville route, is in St. Paul.

General Alexander and Mr. Warren, of the St. Paul & Manitoba road, returned yesterday from Chicago.

Mr. Hughitt, president of the Chicago, St. Paul & Omaha road, will probably return to Chicago to-night.

Messrs. Hannaford and Fee, of the Northern Pacific, did not return yesterday with Mr. Muir, but will probably be back to-day.

Mr. Muir, superintendent of traffic of the Northern Pacific, who returned from Chicago yesterday, expects to leave for New York to-night.

Lieut. Col. Brotherton and family left yesterday over the Albert Lea route for San Antonio, Texas. He has a leave of absence for thirty days, with the liberty to apply to the department of Missouri for an extension of thirty days longer.

The report was that Mr. H. C. Davis was going to Portland, Oregon, to remain several months in straightening up and arrainging the business of the Northern Pacific road. This is a mistake. Dr. Davis, when he retnrns from Chicago, will commence right here in the office in St. Paul and here remain for the present.

There is nothing new in regard to the tripartite complications. The impression prevails that the conference between the Burlington and Union Pacific directors will be devoid of results, and that a rate war between the Burlington and Union Pacific combination cannot be avoided. It is stated that the Burlington is preparing for the conflict and is reducing its expenses by diminishing its clerical forces.

WHISKY'S VICTIMS.

A Large Delegation Before the Police Court Yesterday.

The Spanish proverb says that the garb of a begger sometimes hides a prince. When Chas. Martin loomed up before hizzoner yesterday he looked more like a played out lunch fiend than a prince, but just the same his ragged clothes anveloped a mine of wealth.

Wednesday night, as the saying goes, he got as tipsey as a lord, and in this condition he went into Montgomery's restaurant and called for a stew. While waiting for the bivalves he got into a dispute with the waiter, and catching that personage by the throat he proceeded to choke him. A copper run him in, and on being searched the sum of $800 was found in his soiled and ragged clothing. When arraigned yesterday he said he wasn't so full as to lose his stuff, and the court fined him $20.

George Valentine is what the name implies in looks and nature. While under the influence a clothes wringer stuck to his fingers, and when found he was trying to wind it up like a hand organ. Yesterday Judge Burr asked him where he got the wringer, and he said he didn't know. He was sent out for thirty days, in which time he may have a chance to refresh his memory.

William Medike is in hard luck. He was up yesterday for vagrancy and he related a sad story. Having heard a great deal about the healthy climate of Minnesota, he packed his collar box and started to walk here from New York, it being his intention to make St. Paul his permanent abiding place. While doing the great walk act he froze his feet and ears, and yesterday he said he believed he would go home, as this climate was too rich for his blood. The court said he could start back after the expiration of thirty days, and he went to the joint for that period.

David Goodman was arraigned on the charge of disorderly, and it must be said that he played a very shabby trick on a couple of woodsawyers. He engaged them to saw a cord of wood and during the night he dumped a lot more on to the pile. They discovered the trick and refused to saw more than they had contracted for when he took the saw from them. The court ordered him to restore the saw and the case was continued until to-day.

Philip Millner was up for pasting the bugle of another teamster named Chas. Schwarz. They were hauling ice and a dispute took place as to the right of way, the result being that the latter received a bloody nose. The case will be heard to-day.

THE VERMILYE SCANDAL.

Arguments on the Motion to Strike Out Portions of the Answer—Some Plain Talk and Specific Allegations.

At 10 o'clock yesterday morning Judge Brill, of the district court, heard the arguments of counsel on the motion to strike out portions of the answer in the Vermilye divorce case.

Mr. C. D. O'Brien appeared for the plaintiff, Daniel B. Vermilye, who was in court, and Judge Flandrau represented the defendant. The proceedings were opened by Mr. O'Brien, who submitted the pleadings in the case, hitherto published, in doing which he referred to the portions of the answer which alleged as an excuse for the desertion of the defendant the inability of plaintiff to pay his debts. The charges in the complaint were referred to as being a substantial refutation of any exceptions in the answer and counsel reserved the right to file a brief within five days.

Judge Flandrau addressed the court in behalf of defendant. The reply to the answer, he said, was in the nature of a cross bill which denied any justification on her part; the main issue to come before the court in determining the case was the custody of the child. This was the important question, and it could be determined only by a consideration of the character of the parties. In the first place defendant denied that plaintiff was a resident of the state in 1882; she claimed that in that year he fled from his creditors. Defendant denied the charge of adultery, and expressly replies that the charges were made for the purpose of extorting money. It was claimed that there was no merit in the case. Suppose that we can produce a man who will take the stand and swear that he was told the case was brought for the purpose of blackmail; if this were proved would plaintiff be the proper man to take charge of a young and tender child?

Counsel then alluded to the scandalous charges against Gen. Myers, and in speaking of the charge that they had gone to Europe together, he said that it was true that they had crossed the ocean on the same steamer. Mrs. Vermilye had been advised to visit Europe by her friends after she had been driven from home and Gen. Myers was going over to join his family, with whom Mrs. Vermilye was the honored guest upon their arrival.

Mr. O'Brien followed in a brief argument. He said that the issue was one of specific adultery, in which the persons charged were named. The absurdity of the statements set up in the answer, as to whether the defendant's father had defaulted in order to help the plaintiff out of his financial trouble, and that the plaintiff could not pay his debts, could be seen at a glance. Conceding that plaintiff was in debt and even vicious, this would not warrant the wife to commit adultery. The defense set up was entirely irrelevant; if this woman means the scarlet letter, then nothing that the husband had said or done was justification or excuse for her wearing that livery. Counsel was tired of this sort of justification. The latest fashionable excuse in cases of this kind was the fidelity of women to their paramours; the plea was becoming monotonous, and a little of the same fidelity, if exercised towards the husband, might have prevented all this trouble. The poverty of Mr. Vermilye was dragged in as an excuse why he should not have the child; just as if a man in debt wasn't entitled to his children the same as if his bank account was on the right side. The motion was taken under advisement.

A COLLISION.

A Cutter Comes in Contact With a Street Car and Three Persons are Injured.

One of the most exciting and disastrous accidents that has taken place in this city for a long time occurred about 1:30 o'clock yesterday afternoon at the corner of Seventh and Sibley streets. About the hour named Mr. Keller, the lumber dealer, and a friend were driving down Seventh street in a two horse cutter. Their team was jogging along at a lively trot and on reaching Sibley street a street car came along just as they were about to make the crossing.

It appears that neither Mr. Keller nor the driver of the street car had time to haul up, for before they were aware of the danger a collision took place. Mr. Keller and his friend were thrown out of the cutter and badly shaken up, while the cutter was almost smashed to atoms. The street car did not fare much much better. It only contained two passengers, both gentlemen, and one ex-Officer Steltzer, of the police force, was knocked off the seat and badly shocked, his injuries however, not being serious. The side of the street car was caved in, and altogether it was an ugly looking wreck. It is considered almost miraculous that some one of the party was not fatally hurt or killed.

THE DOMINION.

Opening of Parliament Yesterday—Speech of the Governor General.

OTTOWA, Jan. 17.—The governor general opened parliament to-day in person. In the speech he said: I rejoice to learn that although the last harvest has been less productive than its predecessors, and although there are indications of a rapid expansion of your commerce which will to some extent be followed by over trading, the general condition of the dominion is such as to justify me in congratulating you on its prosperity.

The relations of the Dominion with British Columbia is pronounced to be of the most cordial character. Owing to the increase of the population, amendments to the North West Territories act is deemed expedient. The progress made by the Indians is pronounced satisfactory. In the more advanced Indian communities they will be encouraged to assume the responsibility of self-government.

The regulation of factory labor, and the protection of working men and their families were recommended. The speedy completion of the Canadian Pacific railway is urged.

Too Low Wages.

READING, Pa., Jan. 17.—There is great destitution among the miners working in the ore beds in the lower Mercunzie, Lehigh county, and along the East Pennsylvania railroad. Their pay was reduced recently from seventy-five to sixty-five cents per day, and now the store keepers refuse to give them the usual monthly credit, demanding cash. The contractors say, the reduction was necessitated by the fall in the price of iron. Only a few mines are in operation, and as a result hundreds of miners are idle.

Cares of Life.

As we come to them they are received, borne with and passed over with no more than a thought, if we are in the enjoyment of health, but if suffering with piles or skin diseases of any kind they magnify a hundred fold. A. R. Wilkes, B. and E. Zimmerman, and E. Stierle, the druggists, have Dr. Bozanko's Pile Remedy an absolute cure. Sold at 50 cents.

CONGRESSIONAL.

BRIEF PUBLIC PROCEEDINGS OF THE SENATE YESTERDAY.

The Executive Session Consumed in Discussing the Mexican Treaty—The House Passes a Bill Appropriating a Million Dollars for the Mississippi River Improvement.

The Senate.

WASAINGTON, Jan. 17.—The chair laid before the house a memorial from Wm. Pitt Kellogg, denying all the imputations against him, contained in recent documents transmitted to the senate by the secretary of the interior, relating to the transfer of the land grant of the Texas Pacific to the Southern Pacific, and asking an investigation.

Senator Edmunds was present at the meeting of the senate committee on post-offices and post roads, and gave his views upon points involved for consideration in the postal telegraph bill. He entertained no doubt in regard to the constitutional right of the government to build telegraph lines, but strongly opposed the purchase of existing lines. The committee authorized the chairman to fix an early day for persons representing the telegraph interests to be heard.

Petitions were presented:

By Senator Dolph, from the chamber of commerce of Astoria, Oregon, praying for the appropriation of $500,000 for the improvement of the entrance to Columbia river.

By Senators Bayard, Frye, Miller, of New York, and Morrill from various temperance organizations for a commission on the liquor tariff and a constitutional amendment prohibiting the manufacture or sale of alcholic liquors as a beverage.

House of Representatives.

WASHINGTON, Jan. 17.—The speaker laid before the house a message from the president transmitting a letter from the secretary of state of Pennsylvania, tendering the United States a marine hospital at Erie, Pa., and a United States Soldiers' and Sailors' home. Referred.

Mr. Morse (by request) introduced a bill repealing the duty on extract of hemlock, and other bark used in tanning. Referred.

Mr. Beach offered a resolution calling on the postmaster general for all reports of papers referring to the star route investigation made by special agents during 1881.

Mr. Skinner, of New York, objected.

Mr. Beach called attention to the fact that the objection came from the Republican side.

Mr. Skinner said he did not object to the purpose of the resolution, but thought it should go to a committee. Referred to the committee on expenditures of the department of justice.

Mr. Springer, chairman of the committee on expenditures of the department of justice, reported back the resolution calling on the postmaster general for correspondence concerning frauds in star routes. Adopted.

Mr. Cox, of New York, from the committee on foreign affairs, reported a resolution requesting the president to transmit to the house correspondence relating to the condition of things in Mexico since the proposed railroad connection with the United States. Also in relation to the boundary between Mexico and Guatemala. Adopted.

Mr. Robinson, from the committee on pensions, reported the bill pensioning the surviving grand child of Thomas Jefferson.

THE MISSISSIPPI.

The regular order being demanded, the speaker announced it to be on the motion made yesterday by Mr. Hiscock to commit the senate bill, appropriating $1,000,000, for continuing the improvement of the Mississippi river, to the committee on rivers and harbors, with instructions to report back, with an amendment, restricting the expenditure of money to Plum Point and Lake Providence Reaches, except where necessary to protect the works already begun. Motion lost; yeas 117, nays 162.

Mr. White, of Kentucky, moved to commit the bill, with instructions to the committee on rivers and harbors, not to report it back until the secretary of war had furnished an itemized account of the expenditures for the improvement of the Mississippi river from July 1, 1879, to Jan. 16, 1884. Lost.

The yeas and nays were called and the bills passed by 215 to 64. The house bill with similar title and import was laid on the table. The following is the negative vote on the passage of the bill:

Adams, Ill,	Anderson,	Atkinson,
Barr	Brigham,	Boutelle.
Bowen,	Brewer, N.Y.,	Brown, Penn,
Brumm,	Campbell, Penn.	Chaise,
Collins,	Connelly,	Dingley,
Eldredge,	Elliet,	Ermentrout,
Everhart,	Fuller.	Geddes,
Harmer,	Hiscock,	Howey,
James,	Johnson,	Kelly,
Lacey,	Lawrence,	Lefevre,
Long,	Lovering,	McComas,
McKinley,	Millard,	Miller, Pa,,
Mulliken,	Morey,	Mntchler,
Oneill, Penn.,	Parker,	Patton,
Perkins,	Peters,	Poland,
Ranney,	Roy, N. Y.,	Reed,
Rice,	Robinson, Ohio,	Russel,
Skinner, N. Y.,	Smith,	Steele,
Storm,	Taylor, Ohio,	Wait,
Warner, Ohio,	Weaver,	White, Ky.,
Whiting,	York, 64.	

The house then proceeded with the consideration of the calender.

Te first bill was the one amending section 4887 of the revised statutes, so as to provide that when an article has been patented in a foreign country, previously to obtaining the patent in the United States, the patent granted in this country shall not expire until seventeen years after the date of the issue of the foreign patent. In speaking of the bill Mr. Anderson said that probably three fourths of the monopolies of the country were fortified behind the patent system in the United States, and he wished to have it understood that he was heartily in favor of giving the American inventor such a period of time as would give him a full and generous reward for his labor and genius, but on the other hand, he favored drawing the line between that and the ablity given to crystallize monopolies. It was a question, whether the patent system should not be looked after as well as the altitudinous tariff system. Some years ago the patents were taken out on instruments for transmitting telegraphic messages by the Morse system and his impression was that investigation would show that the ability of the Western Union Telegraph company to wear out its opponents had rested on the question of the patent of the Morse instruments.

Mr. Rice thought that Anderson's speech was a big explosion with but little powder. Hereafter the committee on patents would be happy to discuss with the gentleman from Kansas, the patent laws in connection with monopolies, but it now was not necessary.

Mr. Cox, of New York, offered an amendment providing that the act shall not apply to any patent now in existence, or an application now pending, or shall have the effect of extending the time of the duration of patents under existing laws. Adopted.

Mr. Holmes moved to recommit the bill with instructions and report back with the provision, that any action against an innocent purchaser of a patented article manufactured in violation of the right of the patentee, with measure of damages shall not exceed the cost, in open market, of the article so manufactured. Agreed to by 91 to 67.

The next bill on the calendar was one to enable the United States courts in the case of an improper grant of letters patent by reason of fraud or misrepresentation, to declare the patent void on application of the attorney general. Passed.

The bill making all public roads and highways post routes was passed. Adjourned.

add Senate

The following bills were introduced:

By Senator Butler, authorizing the secretary of the treasury to restore to the rightful owners, the contents of certain boxes deposited for safe keeping in the treasury vaults by the secretary of war. The boxes, Senator Butler said, contained minatures, etc., of no value to anybody but the owner. He hoped the bill would be reported favorably. Referred.

By senator VanWyck, to secure reasonable rates of transportation to people over railroads which are ordered by the government. Senator VanWyck said that he desired to introduce the bill as a substitute to one of a similar character introduced a few days ago. The first bill was limited in its scope to the Union and Central Pacific. The present bill extends the regulating provisions to all railroads in the United States which received government lands. When the people gave the enormous grants for building the three railroad lines to the pacific, it was under the impression that there would be a natural competion between these lines; but the wise purposes of the people and congress were defeated by these corporations, which are "partitioning," as they call it, or dividing up between them the great empire stretching across the continent, as effectually as the partition of Poland is effected.

By Senator McPherson, for the issue of circulating notes of the National Banking association. It provides that upon the deposit of United States bonds bearing interest, in such manner as is requried by law, any national banking association making the same, shall be entitled to receive from the comptroller of the currency, circulating notes not exceeding par value of the bonds deposited, provided that at no time shall the total amount issued by such association, exceed the amount at such time actually paid in as its capital stock.

At the conclusion of the morning business Senator Garland called up the bill making an appropriation of $65,000 as compensation for seizures by the United States government in 1861, of the Spanish ferry boat, Nuesla Senora Daregla. Passed. After an executive session the doors were reopened, and the senate adjournod.

PERSONAL.

Wm. Sproot, of Waseca, is at the Merchants.

P Ekstrom, of Litchfield, is at the Clarendon.

A. Humphreys, of Creel City, is at the Windsor.

T. P. McMurray, of Omaha, is at the Metropolitan.

James Linden, of Devil's Lake, is at the Metropolitan.

Geo. T. Hamilton, of Devil's Lake, is at the Merchants.

C. B. Buckman, Sauk Rapids, was in the city yesterday.

Senator C. F. McDonald, of St. Cloud, is at the Merchants.

Alexander Hughes, of Bismarck, was in the city yesterday.

John Cowing, Esq., of Jackson, is on a short visit to the city.

Ex-Lieut. Gov. Barto, of Sauk Center, is on a visit to St. Paul.

Sheriff McKenzie, of Bismarck, was at the Merchants hotel yesterday.

Hon. J. D. Sadley, of Princeton, is stopping for a few days in the city.

Mr. W. A. Remick, has returned from several weeks' absence in the east.

James Compton and A. J. Underwood, of Fergus Falls, are at the Merchants.

Mr. and Mrs. M. Donahue, of Bird Island, were at the Clarendon yesterday.

A. C. Forbes, Esq., of Marshall, attorney of Lyon county, is on a visit to this city.

Hon. C. M. Morse, of Lake Benton, was calling on friends at the state house yesterday.

A. W. Morton, from the Turtle mountain districts of Manitoba, is at the Merchants.

Gen. S. P. Jennison, private secretary of Gov. Hubbard, is on duty again at the state house.

Barney Vosburg, of St. Cloud, auditor of Stevens county, visited the several departments at the state capitol yesterday. He is the oldest county auditor in harness in the state.

Gen. R. W. Johnson returned yesterday from a protracted visit to the south. At Atlanta, Ga., he enjoyed the novelty of a sleigh ride, there being four inches of snow on the ground.

Mr. A. S. Appleton, a well known Chicago journalist, and at present the general agent of the new weekly literary journal, *The Current*, edited in Chicago by Edgar L. Wakeman, formerly of the *Courier Journal*, is at the Merchants hotel. Mr. Appleton will remain here in the interests of his paper several days.

A RARE TREAT.

Senator Payne Entertains the Legislature and State Officers of Ohio in Superb Style and Makes a Little Speech.

COLUMBUS, O., Jan. 17.—Senator elect H. B. Payne spent the day in calling on Governor Hoadley and visiting the state departments He, to-night, at the Neil house, tendered a banquet to the members of the legislature and the state officers, to whom the invitations were limited, not much more than 200 being included. The reception was held in the early part of the evening, and many people called to extend their congratulations, and very few of those were present who managed Mr. Payne's contest for the senatorship. The banquet was a rare spread and perfect in detail. Numerous speeches were made, but all eyes were on the distingnished visitor when he was called. In his preliminary remarks Senator Payne said that he considered his election a high compliment to the Democrats of northern Ohio, and their loyalty to the party. In the course of his remarks on the civil service law, he said it was like trying to clean stables with a tooth brush, and that the only remedy for the service, which has been under the control of the Republicans, for the past twenty years, and all its offices filled, from the highest to the lowest by representatives of that party, was to elect a Democratic president. This would be the only complete and radical remedy. He favored a tariff for revenue, limited to the necessities of the government economically administered, and so adjusted, as to encourage productive industries at home and offer just compensation to laborers without fostering monopolies. His thanks to the members of the general assembly for the high honor were most hearty.

THE WOLFF TRIAL.

LONDON, Jan. 17.—Wm. Wolff, on trial for illegally possessing explosives, addressed the jury, maintaining that he was ignorant that there was powder in his house and that he was the victim of Bondurand's revenge.

GETTING MONEY UNDER FALSE PRETENSES.

BRUSSELS, Jan. 17.—Boland, Belgian journalist and speculator, was sentenced to three years' imprisonment and a fine of 2,000 francs for obtaining money by false pretenses. Boland refused to give the names of the French deputies he pretended he bribed.

LEGAL.

STATE OF MINNESOTA—COUNTY OF RAMSEY—ss. In Probate Court, special term, January 3, 1884.

In the matter of the estate of William H. Randall, deceased:

On reading and filing the petition of Nicholaus Pottgiesser of said county, filed in this court, December 7, 1883, representing among other things, that J. P. Kidder, the late administrator of said estate is deceased, that said estate is without an administrator and is unsettled; that petitioner is part owner and interested in real estate in the city of Saint Paul, in said county, upon which it is claimed by persons anxious to purchase, that there is a possible cloud as to the title adverse to said petitioner's title and in favor of said estate, and that said petitioner is anxious that an action be brought by him or those representing his interests in said land to have said possible cloud removed and the adverse interest of said Randall estate if any in said property determined, which can only be done by having an administrator appointed for said Randall estate, and said estate settled; and praying that an administrator de bonis non be appointed;

It is ordered, that said petition be heard before the Judge of this Court on Saturday, the 26th day of January, A. D. 1884, at ten o'clock a. m., at the Probate office, in said county.

Ordered further, that notice thereof be given to the heirs of said deceased, and to all persons interested, by publishing a copy of this order for three successive weeks, once in each week, prior to said day of hearing, in the DAILY GLOBE, a newspaper printed and published at Saint Paul, in said county.

By the Court,
[L.S.] WM. B. MCGRORTY,
Judge of Probate.
Attest: FRANK ROBERT, Jr., Clerk.
jan4-fri-4w

NOTICE OF MORTGAGE FORECLOSURE SALE.

[First Publication, December 21st, 1883.]

Notice is hereby given, that under date of December 5th, 1881, Isaac Hill of St. Paul, as mortgagor, executed to the North Star Building Society of St. Paul, Minnesota, a corporation duly organized and acting under the laws of said state as mortgagee, his certain mortgage deed whereby he mortgaged to said mortgagee its successors and assigns the property hereinafter named, the same being in Ramsey county, Minnesota, for the purpose of securing to said mortgagee, its successors and assigns, the prompt payment on or before ten years after said December 5th, 1881, of the sum of six hundred dollars, together with interest thereon from said December 5th, 1881, at the rate of six per cent. per annum and a monthly premium for same of three and 12-100 dollars, interest and premium payable monthly on the first Monday of each and every month after said December, 1881, and also to secure to said mortgagee, its successor and assigns, the prompt payment of the further sum of three dollars on the first Monday of each and every month after said December, 1881, as and for the monthly contribution on twelve shares of the eighteenth series of the capital stock of said society then owned by said Isaac Hill, and according to a bond given by said Hill to said mortgagee dated December 5th, 1881, which bond is referred to in said mortgage; and notice is also given that said mortgage was on the 30th day of December, 1881, duly recorded in the office of the Register of Deeds of said Ramsey county, at page 72 of Book 52 of the mortgage records of said office, and that default has been made in the payment of said interest, and also of said premium, and also of said monthly dues for more than ten months, and that the whole principal debt has, by the terms of said mortgage, thereby become due and that said mortgagee claims there is due, and there is due, at the date of this notice the sum of seven hundred and forty-nine and 45-100 dollars; and notice is also given, that said mortgage allows said mortgagee fifty dollars as attorney's fees and all costs and expenses in case of the foreclosure of said mortgage, and that said mortgage also, and the same was recorded as a part thereof, contains a power of sale upon default being made in any condition of said mortgage, and that by reason of the said default said power has become operative and no action or proceeding has been instituted at law or otherwise to recover said debt or any part thereof.

Now, notice is hereby given that under and by virtue of said power of sale the said premises mortgaged, the same being described as follows, viz: Lot numbered seventeen (17) in block numbered two (2) of Borup & Payne's addition to St. Paul, according to the plat of said addition on file in the office of the Register of Deeds of said county, will be sold in St. Paul in said county, at public vendue to the highest bidder, at the front door (on Fifth street) of the office of the Register of Deeds of said county, at eleven (11) o'clock in the forenoon of Saturday, the second (2d) day of February, 1884, as by law prescribed, to satisfy the amount which shall then be due on said mortgage debt together with said attorney's fees and the costs and expenses of this foreclosure, and said mortgage will thereby be foreclosed.

THE NORTH STAR BUILDIMG SOCIETY OF ST. PAUL, MINNESOTA, Mortgagee.
CHAS. N. BELL, St. Paul, Minn., Attorney for said Mortgagee. dec21-7w-fri

NOTICE OF MORTGAGE FORECLOSURE SALE.

[First Publication Dec. 21st, 1883.]

Notice is hereby given, that under date of October 1st, 1872, John C. Roberts as mortgagor, executed to James Stinson as mortgagee, his mortgage on land in Ramsey county, Minnesota, to secure the payment of his three notes made payable to the order of said Stinson, each for one hundred dollars, each dated November 20, 1872, one due in six months, one in twelve months and one in eighteen months after its date, each bearing interest at ten per cent. per annum, and that said mortgage was, on the 25th day of November, 1872, duly recorded in Book