

Daily Globe
Official Paper of the City and County.
Printed and Published Every Day in the Year
BY THE
ST. PAUL GLOBE PRINTING COMPANY
No. 241 Washburn Street, St. Paul.
ST. PAUL, THURSDAY, JANUARY 24.

NEW TERMS OF THE GLOBE.

SEVEN ISSUES PER WEEK—BY CARRIER.
One Year, payable in advance.....\$8 00
Six Months, payable in advance.....4 25
Three Months.....2 25
Per Month.....1 25

SIX ISSUES PER WEEK—BY MAIL, POSTAGE PAID.
One Year.....\$6 00
Six Months.....3 50
Three Months.....2 00
Per Month.....1 25

All mail subscriptions payable invariably in advance.
Seven issues per week by mail at same rates as by carrier.

SUNDAY GLOBE.
By Carrier—per year.....\$2 00
By Mail—per year, postage paid.....1 50

WEEKLY GLOBE.
By Mail—postage paid, per year.....\$1 15

EXTRAORDINARY OFFER.

Clubbing Rates of the Globe With New York Papers.

The Globe has perfected clubbing arrangements whereby it is enabled to offer the N. Y. World, an eight-page paper, in connection with the Globe, at the following extraordinary low rates:

Daily and Sunday Globe, 7 issues per week, (by mail or carrier) with the N. Y. World, 6 issues per week, (Sunday omitted) 6 issues \$13.00. Same issues for six months for \$7.00.
Daily Globe, 6 issues per week, and the N. Y. World, 6 issues per week, one year for \$19.00.
The Globe seven issues per week and the N. Y. World six issues for one year.....\$13.50
Same issues for six months for.....7.50
The Globe, six issues per week and New York Sun, six issues, for one year for.....11.50
Same issues for six months for.....6.25
No club subscription taken for less than 3 months. Cash in advance must accompany all orders. Address:
DAILY GLOBE, St. Paul, Minn.

YESTERDAY'S MARKETS.

On the board of trade yesterday wheat was firm and a point higher. Corn and oats were a little off. Milwaukee and Chicago opened firm and advanced 1/2 cent, in the after part of the day fell off and closed 1/2 cent lower than Tuesday. The money market at New York was easy; government bonds opened strong and states steady; railroad bonds and shares were strong except ex-Villards, which declined; others advanced 1/2 cent, the most prominent being St. Paul, Union Pacific, Wabash, Kansas & Texas, Missouri Pacific, Lackawanna & Northern. A statement issued by the president of the Oregon Transportation, refuting rumors caused a rally on ex-Villards, the bears, however, retained their attack and they again became weak and ultimately affected the whole list, which fell off 1/2 cent. The market closed 1/2 cent lower for Canada Southern, Lake Shore, Denver, Kansas & Texas, Morris & Essex, Reading, Omaha, Wabash, Texas Pacific, Western Union, Manitoba, and 1/2 cent higher for Canada Pacific, Central Pacific, Northwestern, St. Paul, Lackawanna, St. Louis & Nashville, New York Central, Delaware & Hudson. Northern Pacific was 2 1/2 cent lower at 26 1/2; preferred 4 1/2 at 41. Oregon Transportation and Oregon Navigation closed 7 1/2 lower.

The plan of Congressman Follett to transfer the Pension Bureau to the Treasury department, and abolish pension agencies, is the same proposition that was presented in the forty-fifth congress. Carl Schurz then pronounced the plan both expedient and practicable. The bill to this effect will be pushed, but if it passes the house, it may be expected under the general threat, that the Republican senate or the Republican President, one or both, will kill it.

Reports were current in St. Paul yesterday that the Northern Pacific was drifting towards a receivership. The Globe special telegrams from New York this morning do not confirm this, but they indicate a possible wiping out of the Oregon Transcontinental. This corporation has stood as a sort of god-father for the Northern Pacific, and was in fact the promoter of that great enterprise. The wiping out of the Oregon Transcontinental might be termed the absorption of the parent by the offspring.

The Iowa legislature, in joint convention yesterday re-elected Wm. B. Allison to the United States senate. That state has the distinction of sending to the senate two of the Credit Mobilier senators, while the same matter sent Oakes Ames and James Brooks to their graves. Yet the men now in their graves were no worse, no more culpable than Allison and Wilson who sit in the senate and presumptuously take part in the administration of public affairs. Schuyler Colfax, in his living grave, is more to be respected than these men who remain so offensively in the public sight. It is about time there was a change in the tide of affairs and the Republicans put out of power in the senate and in the country.

SENATOR VOORHEES, of Indiana, was one of the counsel for the defense in the Nutt trial just concluded at Pittsburgh. While he was in that city thus professionally engaged, he received and read the speech made at Columbus by Mr. Payne, and immediately sent that gentleman the following telegram:
Hon. Henry B. Payne:
Allow me to congratulate you on your wise and timely speech at the banquet last night. I have just read it with infinite satisfaction, and I cannot resist the additional pleasure of saying to you that I most cordially endorse every word it contains.
D. W. VOORHEES;
Mr. Voorhees is a representative Democrat, and the hearty manner in which he approves the speech of Mr. Payne (which was published in the Globe Wednesday morning), is of more than ordinary consequence, and is something more than a mere compliment. It is evident that Mr. Payne has aroused a popular responsive chord as few men ever do.

EX-JUDGE CHRISTIANON does not evidently believe that death ends all, for in a three column defense in a Michigan paper he tries to justify himself in his course toward his wife, who died recently in Brooklyn,

There is a law which forbids indecent exposure of the person, but there should be some penalty for an indecent exposure of the mind, and it should apply with especial severity to an infamous old reprobate capable of enjoining every diabolical agency from unclassified, nameless villainy like Giro, to snare which the devil must admire for their infernal ingenuity, and then when death claims the insane victim to come out with a "justification." Christianity is old. Sometimes persons and things are so old that they become rotten.

LIGHTENING A SCANDAL.

For many years, Indiana bore a most notorious reputation for the facilities which it afforded for the procuring of divorces. Later, the same unenviable reputation has fallen on Illinois, and centered mainly on the city of Chicago. There the applicants for divorce file up to the desks of the judges in crowds, and if their cases are properly presented, they obtain a decree without loss of time or other difficulty. The statistics of Illinois provide that a person who has resided one year in the state is entitled to apply for the relief afforded by the divorce laws, with the result that hundreds of persons have moved into Illinois solely to acquire the residence of one year in order to avail themselves of the facilities provided by the divorce legislation. In many instances people go to that state and secure a divorce without the legal residence required, the matter being easily manipulated "for a consideration" by some rascally shyster.

One of the circuit courts of Chicago has just rendered a decision which may have the effect to put a stop to the innumerable divorce piques which are constantly moving into Illinois from all parts of the union. The court held substantially that the domicile of the husband and that of the wife are one, and that where the wife applies for a divorce in a state in which the husband is not a resident, she is not a resident of that state (Illinois) within the meaning of the statute. Henceforth, the begonia of dissatisfied females into Illinois, unless they are accompanied by their husbands, will have to be discontinued. In other words, people from other states cannot longer use Illinois as a convenience in their marital excreta.

MCCILLAN'S SUCCESSOR—LIKELIHOOD MILLAN.

The latest report relative to Judge McCrary's successor, is a scheme to appoint Senator Ingalls of Kansas. The refreshing coolness of this report is the telegram from Leavenworth that Ingalls' appointment depends upon Gov. Glick, (who is a Democrat) agreeing to appoint a suitable person" his successor. It is quite evident that the author of that telegram would not regard a Democrat as a suitable person, and that is the mild way he took to say that Ingalls' selection hinges upon Gov. Glick agreeing to appoint a Republican. As Gov. Glick will not stultify himself in that manner, Mr. Ingalls' hopes are dashed.

Advices which the Globe has received from Washington indicate that Senator McMillan, of this state, is very decidedly in the line of promotion. In fact, a very little effort can secure it for him. In this case no such objection, (from a Republican standpoint) would arise as in Kansas, for in case of McMillan's appointment Gov. Hubbard would appoint a Republican, and hence the political complexion of the senate would not be affected. This is a very strong point in McMillan's favor.

The Republican papers of the state have been giving Ex-Governor Davis a very decided boom as McMillan's successor, and as Gov. Hubbard's personal and political affiliations with Gov. Davis have always been of a most cordial character, such a selection, in case of a vacancy, would be very probable. While in Kansas Senator Ingalls is dished because a Republican cannot be secured in Minnesota Senator McMillan may be dished owing to a contest as to what particular Republican will be chosen. So far, Gov. Hubbard has, very properly, kept his own counsel, stating that it will be time enough to make known his views when the vacancy occurs. It is pretty evident, however, that the question of who will succeed McMillan forms a very important factor in deciding whether he will be appointed at all.

ARTFUL DODGE JOHN.

Senator Sherman, even in view of his Presidential improbability, still seems in tent upon firing the Southern herd. It was with this purpose that he offered a resolution in the senate yesterday asking that Mahone's Danville riot and Mississippi election matter be made the subject of a report by the committee on elections. Sherman is welcome to all he can make in that direction. He won't find any material in the mass of rubbish that will be called testimony for a stump speech. A few checks signed by John Sherman, such as were photographed at Chicago in 1880, will reach much farther in the accomplishments of his ulterior purpose than all the bloody shirts he can invent. Neither can the distinguished senator by such methods divert attention from the heinous sins of the Republican party. The public are not to be caught by any chaff of the kind, no matter how droll it may be set forth. Sherman is himself guilty of adding to the burdens and inequities produced by Republican tariff legislation. He was largely instrumental in changing the wool tariff last year, so that now a brick-layer can earn as much in one day as the skilled laborer at the looms can in two. His party is guilty of extravagance jobbery and robbery in every department of the government. Take the navy department for one instance. After all the hundreds of thousands and millions of dollars that have been squandered by Republican rule, here comes the secretary of the navy clamoring for hundreds of thousands more to be wasted and stolen by loose administration and rascally contractors. By all means let Mr. Sherman investigate what and where he pleases. The mask of hypocrisy has grown too thin to avoid any longer. It is not too late to turn a little light upon the process by which the Presidency was bought four years ago. The details of the great fraud by which the Executive office was stolen are interesting even yet, and that infamous crime is not outlawed. Let Mr. Sherman take the witness stand himself in that matter, for he was as deep and black in that outrage as any other actor in it. Let the range of investigation take the widest latitude, and

thrice accused be he who first cries hold, enough.

CURRENT COMMENT.

The Cleveland (O.) Leader gives a reminiscence of the great anti-slavery leader, Joshua R. Giddings, as a duelist. Giddings had made some fiery remarks on abolition and the South on the floor of the House. In this he drew a Southern member rather roughly over the coals. The M. C. became very angry, and sent him a challenge. He would have an apology or blood. Giddings accepted the challenge, but he wrote that he was acquainted with the use of the pistol or other firearm. As a challenge party, he had the choice of the weapons. He took the same weapons, long, tough and wiry. The two combatants should have the thumbs of their left hands bound tightly together, and with rawhides in their rights should castigate each other until one gave in. The Southerner refused to accept the challenge, and the matter dropped. Had he accepted it Giddings, who was a tall muscular fellow, would have out him to pieces.

The "pension population" of the United States is divided into five classes by Commissioner Dudley, which discloses that there still remains a broad field to be worked in behalf of that industry. Living soldiers and sailors, who have not applied for pensions, 362,201; living soldiers and sailors who have applied for pensions, 496,721; dead soldiers and sailors who left pensionable relatives who have not applied for pensions, 72,840; dead soldiers and sailors who left pensionable relatives who have applied for pensions, 312,023; dead soldiers who left no pensionable relatives, 220,000. If the "pension population" should be enlarged to include all who were members of the volunteer army another large class could be formed.

SOME large men, or men in large places, have small streaks, and Major Low, of Brooklyn, has revealed his littleness by refusing to sign the commission of Mr. Hendrix as bridge trustee. Mr. Hendrix was Mayor Low's opponent in the last municipal contest; that city, and was defeated. The mayor is showing a spirit that induces some of his supporters to resent that they did so. Mr. Low's act, however, does keep Mr. Hendrix from being a bridge trustee, and for that reason it is the more contemptible.

The last year party descriptions in some of the papers are put up in great shape, as witness the following from the Jefferson City (Mo.) Tribune: "The gentlemen wore toilets of surpassing richness and elegance, and in all their lovely and radiant beauty and made themselves utterly and entirely irresistible. The young ladies all wore handsome hand-me-downs, purchased at a fire sale of damaged goods at Osage City, and were simply enchanting in their loveliness."

In the last few years Mrs. J. J. Astor has sent to the west and south a thousand and sixty-three children, in doing which she has expended \$16,000. Reports are made to her in regard to the transfers of her proteges, and but few cases are noted which do not furnish evidence of good good to them. The Vanderbilts and the Goulds never do anything of this kind, and one has yet to hear of a single meritorious act to be set to their credit.

NEIGHBORS are often very useful members of society, and Miss Alice Cooper, an orphan of Platte City, Missouri, when fifty witnesses armed with shot guns were present at her marriage, had occasion to think so. William Montague and the neighbors gave him the option of choosing a lot for himself in a neighboring cemetery or marrying her.

MISS ELIZABETH STUART PHILLIPS, whose gentle voice and pleasant manners are worshipped by the poor people of Gloucester, Mass., is a slender, graceful woman of thirty-nine years. She has dark brown hair, sympathetic blue eyes, a rather long thin nose, and a facile mouth, which is never at rest. She is in delicate health, brought about by her labors among the poor.

A PHILADELPHIA paper says that from the number of drunken people who ride in the horse cars of that town one would suppose that the cars went around largely for the purpose of picking them up, in order to make completely miserable the few passengers who have not been made unhappy by the six cent fare. Things are in a sad way surely in the Quaker city.

GOVERNOR CHITTENDEN of Missouri has received a letter from Abram S. Hewitt in which that gentleman says he looks with favor upon St. Louis for the holding of the Democratic National convention. Mr. Henry another member of the national committee is reported to have made a similar expression.

THAT eminent doctor of moral ethics, "Gath," speaking of Huntington remarked: "When we see this piece of pork endowed with fifty millions of dollars, it almost makes poverty divine."

AN Iowa man represents that he attended seven sessions of the territorial legislature, and has attended twenty since the admission of the Hawkeye state. It is quite time the old chap was retired upon a good fat pension, and some one else given a chance.

The mother of Blanche Willis Howard, the authoress, was Eliza Ann Hudson, whose father went to Bangor, Me., half a century ago and kept a tavern in that city. She was a very handsome woman, and her daughter is much like her in appearance.

THE critic of the Chicago Tribune speaking of Miss Ellen Terry said: "Her wind-blown tresses do not bear the marks of moral crimping irons." As if the Tribune gusher would be able to recognize such marks, if they were ever so prominent.

THE editor of the New York Sun is so intent upon discovering great presidential candidates, that a jolly contemporary remarks: "As a kind of accident in the case of Columbus, Mr. Charles A. Dana takes the cookie."

THE widow of Capt. Moncrief, has been offered apartments at Hampton Court palace by Queen Victoria, who thus expresses her sympathy for the lady recently bereaved by the death of her husband at Soudan.

"SMILERS" Colfax says President Arthur will be re-nominated, "because he has made such a magnificent record." Arthur ought to be very happy and wear the Colfax prediction under his hat band, as a charm.

MRS. WILLIAM ASTOR'S big ball made Mrs. William Vanderbilt's big ball ashamed of itself. It is a war of balls now, good luck to the costumers, the decorators, the flower vendors, and people of that sort.

THE ladies of Oakland, California, paid Miss Juliet Corson \$1000 for a course of instruction in cooking.

Masonic.
A regular communication of Ancient Landmark Lodge, No. 5, A. F. & A. M., will be held in Masonic Hall, this (Thursday) evening, at 7:30 o'clock. Work in the M. M. degrees.

By order of the W. M. M.
WM. DAMPER, Secretary.

For mental depression take Allen's Iron Tonic Bitters. All genuine bear the signature of J. P. Allen, druggist, St. Paul, Minn.
Sweeney Barley at Lynchburg, Va., was fatally shot by Charles Brady, but it was proved to be in self-defense. The negroes are excited and are threatening vengeance both upon Brady and the colored man upon whose evidence Brady was acquitted.

THE RAILWAYS.

REDUCTION OF RATES ON THE CANADIAN PACIFIC.

Who is Fathering the New Trunk Line to St. Paul?—The Proceedings of the Western Trunk Line Association—Items of General Interest.

Reducing Rates on the Canadian Pacific.

It is evident from the following interview of the Manitoba Sun with traffic manager Harder, of the Canadian Pacific, in regard to emigrant rates, that the officers of that road are in dead earnest, and that an energetic and vigorous effort is to be made to fill up the Manitoba country with people. The language used by Mr. Harder is, in spirit, the language of a highwayman, when with this revolver in his victim's face he commands him to stand and deliver. Mr. Harder says in substance. Our route is shorter by 400 miles than the route by Chicago is, and consequently we have the Americans where they can't have a show to compete with us. There is one rate, and that is the rate we can do on. The following is the interview of the Sun reporter with Mr. Harder, and it speaks for itself:

A Sun reporter, in an interview with Traffic Manager Harder, of the Canadian Pacific railway, gleaned the following information:

"What is the real meaning of the war on immigrant rates?"

"There is no war so far as we are concerned. Our object is simply to bring in immigrants on as favorable terms as possible. The company is desirous of doing everything in its power to forward the interests of the country."

"What about the proposal to bring immigrants via the Erie?"

"I have not heard anything about it officially, and know nothing about it, except what I have read in the papers. I consider it merely outside talk, without any foundation in fact. If we bring any passengers from New York, we will certainly begin with the Erie route, and we will be from Montreal and Toronto to Owen Sound. From the latter place via the Toronto, Grey & Bruce railway, thence by steamer to Port Arthur. Our large, new steamers will be ready to take their place on the water route in the spring. The emigrant rate from Montreal to Winnipeg via this route will be \$9.75. Settlers' effects will be carried at one-half the rate for class No. 6, viz., from Port Arthur to Winnipeg, \$50 per car, and to Chicago \$175 per car. The reduced rates will commence immediately on the opening of navigation."

Questioned in regard to the probabilities of a war with the all-rail routes, Mr. Harder said: "If there is any war it will be amongst themselves. There is no rate, and they can do as they like. We have the advantage of a through line under our own control, and 400 miles shorter than via Chicago. The distance from Montreal to Winnipeg, by way of Owen Sound and Port Arthur, is 1,300 miles. By the all-rail route it is 700 miles. Distance is everything. Our emigrant rate is about three-quarters of a cent per mile, and is lower than any rate in the world. I don't know how any other roads can compete, as the \$9.75 would have to be divided amongst at least four distinct lines, each one of which would want that amount. This would refer to the Grand Trunk route. By other routes there would be a still greater number of roads necessary to carry the goods."

Questioned farther in regard to rates, Mr. Harder stated that a new tariff was being prepared and would be issued soon, in which full information would be given. A new tariff was rendered necessary on account of the changes in grain rates and on other articles.

The Burlington Believed to Be Getting Ready to Build to St. Paul.

It being reported from St. Paul that there was good evidence that Langdon & Shepard, of St. Paul, had made a contract direct with the Illinois Central Railroad company, for the building of the Minnesota & Northwestern railroad from the Iowa State line to West St. Paul, a *Trive* representative called upon President Clark of the Illinois Central, to learn what truth there was in the report. Mr. Clark said there was not a word of truth in it, as far as the Illinois Central was concerned. His company had no intention at present of building a line to St. Paul, and the scheme had never been under consideration. If the Illinois Central had made such a contract as reported he would know of it, because, as president, he would have signed it. His company, he said, had no connection with the Minnesota & Northwestern, or any other Northwestern enterprise, and he had no idea who was backing that company. The Illinois Central, he said, could not well enter into the construction of such a line as long as it was not certain whether it would be able to continue in the control of its Iowa leased lines. The leases expired in about three years, and before that time the Illinois Central would not consider any new schemes in that line.

The theory that the Illinois Central is backing the Minnesota & Northwestern scheme in order to secure an outlet to St. Paul being exploded, the question arises, who is backing that company? The latter having accepted the ordinance for the right of way and depot grounds at West St. Paul pledged itself to complete the road from St. Paul to the Iowa state line within one year, and it is, therefore, quite certain that the road will be built, and in order to accomplish this some big concern must be back of it. It is the general opinion in railroad circles here that the Burlington is backing the Minnesota & Northwestern, and means to secure a connection with the Northern Pacific at St. Paul by that line. It is stated that the Burlington is now surveying a route from Clinton to Dubuque on the east side of the river. The Iowa state line is on the west side of the river, and were lately made has heretofore been reported, and it is now the opinion that these surveys were also made for the Burlington. This would indicate that the Burlington means to build to St. Paul as speedily as possible, and that the route from Clinton to Dubuque is to be on the east side of the river, and at the latter point is to cross the river, and run along the west shore to the Iowa state line, where connection is to be made with the Minnesota & Northwestern, which will bring it to West St. Paul, and by bridging the river there, directly into the depot of the Northern Pacific.

The East Bound Freight Pool.

St. Louis, Mo., Jan. 23.—There are strong indications here that the east-bound freight pools in a very demoralized condition. It is asserted on good authority that none of the roads are living up to the restored rates and the local agency of the Nickel Plate route has taken business at a reduction of thirteen cents per 100. The Wabash handles most of the Nickel Plate's business and a combined kick against that road is being made. The Toledo Narrow Gauge has also been taking freight to its conditions at Toledo at greatly reduced rates, and the pool lines have joined in a telegram to Commissioner Fink notifying him that if the trunk line connection with the Narrow Gauge at Toledo don't compel that road

to maintain pool rates, they will meet the out. The pool lines have also reduced the cotton rates at Memphis on a basis of a drop from 55 to 47 cents per 100.

The New St. Paul Trunk Line.

[Special Telegram to the Globe.]
CHICAGO, Jan. 23.—In consequence of the repeated denials of the Illinois Central, and all other roads upon which the Minnesota & Northwestern has been shouldered, of any connections with the new road, there is still much speculation as to who is at the bottom of the scheme. It is now stated that J. S. Kennedy is building the road, with the express purpose of forming a connection between the Illinois Central and Manitoba roads, thus giving the latter a Chicago outlet. Mr. Kennedy is vice president of the Manitoba, president of the Illinois Central branch running to Moose, and is largely interested in Canadian Pacific. In addition to this he is the representative of an English syndicate which has large holdings in all three of the roads, and would like to see a junction formed between them.

The Western Trunk Lines.

[Special Telegram to the Globe.]
CHICAGO, Jan. 23.—The conference between the Burlington and the Western Trunk Line association was begun to-day at the Grand Pacific hotel with all roads in interest represented. General Manager Porter, of the Burlington, was asked what proposition to pool with the Western Trunk Line association he had in mind. He replied that the position of his road was unchanged. It would pool its competitive business provided the parties could agree upon a definition for the term competitive, and having agreed, could adjust the percentages in a manner satisfactory to the Burlington people. Having settled down upon a negotiating basis, it was proposed to begin with the Kansas City and Council Bluffs business with an evident purpose to dispose of the outside minor features of the deal before wrestling with the "heavy weights," the Nebraska and other business directly competitive between the Union Pacific and Burlington and Missouri River. The Kansas City, St. Jo & Council Bluffs is the only member of the Burlington system directly interested in the traffic between Kansas City and Council Bluffs, and the Missouri Pacific occupies a similar position as a member of the association. Business between these points is comparatively light, but as an element in the route of business from west and the northwest destined to St. Louis, Cincinnati and the southeast via Kansas City, these lines out an important factor, but less important in relation of the Union Pacific to the southwestern traffic. The latter's western consignment to Cincinnati, for example, would be over the Union Pacific, where one of the two routes to Kansas City could be taken. Freight would be shipped either by the main line of the Union Pacific from Cheyenne to Omaha and thence via either the Missouri Pacific or St. Jo roads to Kansas City. If from Cheyenne to Denver thence via Kansas Pacific division of the Union Pacific to Kansas City. The only point to settle is what percentage of its southeastern business the Union Pacific is willing to turn over to the St. Jo and Council Bluffs. The association was evidently not free to make a proposition in this matter, and J. F. Bernard, general superintendent of the Kansas City, St. Jo & Council Bluffs, was asked to formulate a proposition. He replied that such a proposition on his part would require a review of tonnage, and he started at once for Commissioner Midgley's office in quest of the old Iowa Trunk association records.

Personal and General Mention.

CHICAGO, Jan. 23.—The funeral services of the late T. W. Wolf, assistant general freight agent of the Rock Island, were conducted at 1:30 o'clock to-day from the Eighth Presbyterian church. The Rock Island offices were closed from 1 to 3 o'clock, nearly all of the officials as well as railroad men generally in Chicago attended the obsequies. The remains were interred at Graceland.

The Pennsylvania people propose to revive an old passenger route by putting the Cambridge City branch of the Jacksonville, Mobile & Indiana roads in as good condition as the main line and then making it their through route between Louisville and the east. Their through business will run from Indianapolis over the Chicago, St. Louis & Pacific, instead of via Cincinnati as has been the case for about three years past.

J. W. Taylor has been appointed agent at St. Paul of the Erie & North Shore Dispatch, vice W. F. Wilson, retired.

At Chicago, Illinois, has been appointed agent at Chicago of the West Shore East Freight line.

S. D. Caldwell, general manager of the Red line, will retire March 1.

The Terre Haute & Indiana has declared a four per cent. dividend payable March 1.

Geo. Bowles, private secretary of Commissioner Moore, of the Chicago east-bound pool, yesterday tendered his resignation on honor, pending the result of his examination of statistics, was adjourned until 9 o'clock to-morrow morning. It is impossible to form any idea whether an agreement can be made regarding percentage and the thousand and one ramifications entering into the general situation, now that the situation has been reduced to a basis permitting of negotiations. Not even the general managers themselves can foretell with any degree of accuracy the result of the conference.

BRIDAL BELLS.

Marriage of Mr. Louis Stern and Miss Sarah Heineemann Last Evening—A Delightful Occasion.

A very elegant wedding took place at 8 o'clock last night at the Clarendon hotel, being the marriage of Mr. Louis Stern, of the wholesale tobacco firm of Platte & Stern, and Miss Sarah Heineemann, the niece of M. Auerbach, and Mr. Gustavo Heineemann, of this city.

The ceremony was performed in the parlors of the hotel, the Rev. Rabbi Wechsler officiating. Miss Jennie and Roca Heineemann, sisters of the bride, acted as bridesmaids, and there were present quite a large number of the friends of the interested parties.

After the ceremony, congratulations were in order, when the guests about fifty were in all, repaired to the spacious dining rooms of the hotel where an elegant bridal supper was spread by mine host Wetzl. The cuisine was rare and dainty, embracing all the delicacies of the season. The tables presented a very rich and beautiful appearance, the effect being heightened by pyramids of cake, formed into unique designs, with banners of tropical fruits and flowers conspired to make the scene quite captivating. The beautiful appearance of the tables was due to the skill and taste of Mrs. Freya, daughter of Mr. Wetzl, and Mr. Adam Rack, the head waiter of the Clarendon. The ushers were Messrs. E. W. Ulrich and Wm. Fuchs. During the repeat the bride party were treated to a serenade by the members of the Manner-chord singing society.

After fall just had been done the supper the bridal party were escorted to their new home on St. Peter street near College avenue. Everything was in readiness for the reception, the apartments being superb.

Ball Notes.

J. J. Hill, president of the St. Paul & Manitoba road, has gone to New York.

The Northern Pacific road sent through to the Pacific coast twenty-two passengers yesterday.

It was Knute Anderson, and not Knute Nelson, that made the opening address at Grantsburg.

The earnings of the third week in January, of the St. Paul & Duluth road, were \$16,823.64, against \$15,880.20 for the cor-

responding week last year. This shows an increase of \$943.74.

The Chicago, Milwaukee & St. Paul road pay car started out over the river division yesterday.

J. H. Rogers, Jr., traveling agent of the Northern Pacific, with headquarters in Philadelphia, is in St. Paul.

Nathan Cole, editor and manager of the Northwestern News, of Portland, Oregon, passed through St. Paul yesterday.

Mr. A. A. Gower has been appointed general freight and ticket agent of the St. Joseph & Western Railroad company.

The annual convention of the National association of general baggage agents will be held February 20 at St. Louis, Mo.

C. D. Ives, general traveling agent of the Burlington, Cedar Rapids & Northern road, with headquarters at Cedar Rapids, is in St. Paul.

Mr. James H. Jamar, employed in the land department of the St. Paul & Manitoba road, was married yesterday to a daughter of Monroe Shiere and the parties left immediately for the east.

Master Mechanic W. McFarland, of the St. Paul & Duluth road, has invented what is called a spark arrester, to be used on a wood burning engine. The road is trying one on engine No. 19 and it works like a charm.

The St. Paul & Manitoba road is bringing a good many white fish to market now from Manitoba. These fish are caught in lake Winnipeg, and from two to five cars per day are brought down daily, and are shipped as far east as Buffalo.

The Winona, Alma & North Wisconsin Railroad company is preparing to excavate another tunnel at East Dubuque, Ia. The survey has been made and work will soon begin. The location of the new tunnel will be east of that owned by the Illinois Central, and will be 2,400 feet long.

The Northern Iowa division of the Chicago & Northwestern has been completed and joins the Iowa division (proper) with the Dakota division, intersecting the former at Tama, Ia., and the latter at Iroquois, Dakota. By means of this connecting link the Chicago & Northwestern offers an additional route to Iroquois, Dakota, Haron, Dakota, and all points on its line north and west thereof, and passengers from Chicago are given the choice between this and the route through Madison, Winona, etc. The principal stations located on the branch are as follows: Sioux Rapids, Ia., Heward, Ia., Salem, Dak., Alton, Ia., Orange City, Ia., Parker, Dak., Vilas, Dak.

The Rushford Star: "Among the new railroad schemes in contemplation, is one from Winona to Charles City, Iowa, to intersect the new La Crosse & Southwestern railway. This route, if direct, would pass through Rushford, Canton and Cresco, and open up a valuable country to the growing Winona trade in lumber. It would be direct to the coal fields of Iowa, and besides give the people a chance for competition. From Winona to Rushford there is a good route, though hilly. From Rushford south via Sprague's mill there is a very easy grade on to Highland ridge, from whence to Charles City the track can be laid almost anywhere over the prairie. We understand that a company will be organized under the law, in a few days."

Kavanaugh sells fine household furniture at auction at the old Kahn stand, No. 169 East Seventh street, at 10 a. m. to-day.

A FIRE AND AN ACCIDENT.

The Former Was Trivial, but the Latter Resulted in the Loss of One of the Best of the Fire Department Horses.

About 10 o'clock last evening an alarm of fire came in from box 61, on the corner of Commercial and Third streets, and upon the fire department going over to the point indicated it was found that the fire consisted of nothing more than a chimney fire, which caused the roof to receive a little scorching. It was all a small affair and what fire there was was soon put out.

A HORSE DROWNED.

Quite a serious loss befel the fire department in the death by drowning and cold, of what was regarded as the best horse in the department. The only supply of water over there is the cistern at the junction of Third and Commercial streets. To this c