

ST. PAUL NEWS.

A MONSTER PROJECT.

The Consolidation of the Grand Trunk and Canadian Pacific Roads.

It will be the Great Question in the Dominion.

And Probably Take Rank Before Their Tariff Legislation.

English Shareholders Attempting to Create a Monopoly in Canada.

Among the great number of people who assented through St. Paul yesterday was J. Darley Benton, the representative of the chairman of the Grand Trunk railway system, Lu Henry W. Tyler. In a hurried conversation with the Globe representative, he had time to say that the difficulties which have stood in the way of an amicable settlement of many questions in dispute between the Grand Trunk and Canadian Pacific railways was an in a fair way of being removed, and he was now anxious to Manitoba to look over the ground pending the acceptance of a proposition on the part of the Canadian Pacific to combine the two great Dominion railways and under one management.

English Shareholders Attempting to Create a Monopoly in Canada.

There is of course the Michigan Central line from Detroit to Buffalo, but beyond that there are no others that could be forced into the acceptance of any terms we felt inclined to impose. The new alliance, if made, will afford for power any similar transportation service in North America.

What is the basis of the proposed arrangement?

Well, the details are not arranged as yet, but it is proposed to assist the Canadian Pacific company in the completion of the Lake Superior link by pledging the credit of the Grand Trunk to their bonds, and to push the construction of the line over the mountains to complete the line to the Pacific. This could be done in a very short time, say in ten or twelve months. The operation of the line then to pass into the management of the Grand Trunk, and the earnings to be pooled upon such an equitable basis as could be made afterwards.

Will not the completion of such an arrangement awaken no end of opposition throughout the Dominion?

Well, I can imagine that the country which hoped to benefit by a sharp rivalry of rates will make a decided effort to resist the consolidation but the people must see that as we protect ourselves they are themselves benefited by an improved service. It is not possible for the Grand Trunk railway to reach the extreme western part of the Dominion by the extension of the Chicago line—at least it is not a project at this time available. The Canadian Pacific can and will cover that field for a time at least. Meanwhile we will develop our road in the maritime provinces and the Canadian Pacific will remain west of Montreal.

But, Mr. Benton, surely you are precipitating by this step a new and exciting political question upon the Canadian people. Have you sounded their pulse enough to know whether they will tolerate your view of the matter? Perhaps they will split parties and bring political chaos?

You will comprehend that even in the case of the completion of the arrangement its operation until after the Canadian Pacific was built through, would be simply the ratification of a contract between the two companies that would not touch upon any question of their charters. In so far as at least there could be no issue between the roads and the people.

Has not the government loaned large sums to the Canadian Pacific, or to its construction companies?

Yes, Sir John Macdonald has helped them a great deal!

How much, approximately?

I don't know. A good many millions. I am not prepared to say how much, but a great deal.

Will the Canadian Pacific will be a paying road, do you think?

Beyond doubt. Its operated lines are already paying mile by mile, except those in the far west. Their development is only a matter of time.

The Grand Trunk then will not go for the Manitoba travel and freights via Chicago and for the immigrants that come by the Canadian mail ships?

Those are matters of traffic arrangements to be considered subsequently. You can readily understand that we who are disappointed shareholders in England in the Grand Trunk feel only too anxious to adopt any method which will give us a reasonable return on our money. There are questions of local issues which at this time, we cannot grasp the possible shaping of the views of the Pacific people we will have to do our own share in the matter, and that will not be an impossibility were assured.

Have you ascertained how the Dominion premier, Sir John Macdonald, would regard the consolidation?

I do not believe he would oppose it. Sir John is a broad-minded man, not wedded to any political creed beyond its application for good to the affairs of the Dominion and the general prosperity of the colonies. The opposition of such discredited politicians as the Allan and Dominion lines would have to be dealt with as they come, and I dare say that we could fetch everything around all right.

Is there no contract between the Chicago and Grand Trunk and the lines to the northwest out of Chicago to St. Paul and Winnipeg?

None of permanency. There is nothing, so my observation teaches me, in American railway contracts that ever remained firm in the interest of the Grand Trunk, or any one company or another. They do business with each other upon a varying scale of honor and rectitude quite foreign to methods employed in England.

But would the Grand Trunk take advantage of such discredited practices?

The Grand Trunk would have to protect itself just as its neighbors do.

And when can we hear definitely about the consolidation?

The first official knowledge will emanate from the shareholders meeting soon to be held in London.

Have seen rumors of resignation, Hickson, general manager of the Grand Trunk, Duncan McIntyre, vice-president of Canadian Pacific and others. Have the proposed negotiations anything to do with that?

Very likely—but I do not understand that they have resigned. I'll tell you one thing, however, should the proposed negotiations come to anything a syndicate working in the interest of the Grand Trunk will hold most of the C. P. stock that can be had.

Perhaps you had that now.

It is not unlikely," replied the English railway manipulator as he swung onto the already moving Winnipeg train and was whisked away.

Now this is what the blending of the two

roads would mean: The control of 4,714 miles of railway of the Canadian system already completed, and 600 miles or more building or already under contract. There would be a great line in the west, the Midland and the Inter-Colonial being the only ones of importance. The latter is a government road, built with a view to its military and strategic importance by following the coast and river lines from Quebec around to Halifax and St. John's New Brunswick. It is accorded to be the best railway line in the Dominion, and in its equipment the equal of anything in North America. The Midland is an ambitious link taking a middle route from Georgian Bay eastward till lost about fifty miles west of Ottawa. It hopes to come to Duluth some day, crossing into upper Michigan at Sault Ste. Marie, and skirting the southern coast of Lake Superior. Toronto has a local railway system independent of the Grand Trunk, and in the west the Midland and the Inter-Colonial being the only other cities of Ontario the mercy of the great corporation. Recent leases have been made by the Grand Trunk in Michigan, including the Detroit & Milwaukee line. The consolidation, if effected, would be a powerful one, and doubtless will have an important bearing upon the St. Paul railway system.

THE RAILROADS.

Yazoo branch of the Illinois Central railroad has been completed and opened for business.

F. L. Johnson has been appointed traveling auditor of the Chicago, Burlington & Quincy.

W. L. Strong has been elected Director of the Denver & Rio Grande Road, vice H. I. Sprague, resigned.

The New York Senate has passed the bill authorizing an underground railway along Broadway, New York city.

The Marquis D' Mores has returned from his trip to the West. He made an overland trip from Medina to Deadwood a distance of 168 miles.

Mr. T. W. Burrows has been appointed City Ticket Agent of the Lake Shore & Michigan Southern at Buffalo, vice Milton Randall, deceased.

It is reported that Thunder Bay is open and that navigation will soon commence and that the Canadian Pacific railroad will begin running trains next Saturday.

A meeting of the general passenger agents of the Missouri river roads is to be held in Kansas City Friday for the purpose of reviving the Kansas city passenger agreement.

It is stated that Mr. Robert Kerr, general freight and passenger agent of the Northern & Northwestern will succeed Mr. William Warden as assistant traffic manager of the Canadian.

Mr. Muir, general manager of the Oregon Improvement company has gone east, and will be back to St. Paul in a week or two to get his family and take the members of it out to Portland with him.

General freight agent Grier, of the Michigan Central Railroad company, informs agents and connections that the transfer of cars across the Straits of Mackinac has been resumed.

The St. Paul and Manitoba road is replacing the small cars on that road between St. Paul and Maysville, and is replacing them with the large regulation cars with all the modern improvements.

The all-rail lines have reduced freight on sugar from Boston to Chicago and Milwaukee to 15 cents, the lake and rail routes yesterday lowered the rate to 12 cents between Boston and the above points.

The Chicago, Milwaukee & St. Paul road has reduced its carrying rates from Chicago to Dubuque to 25 cents for first-class, 20 cents for second class, 15 cents and 10 cents for third and fifth classes.

The statement of the Atchison, Topeka & Santa Fe and the Southern Kansas Railroad companies for March shows net earnings amounting to \$726,762, an increase over the same month last year of 1 per cent.

F. H. Anson, special passenger agent of the Northern Pacific road is to be married on the 21st inst., to a well known Minneapolis lady, who will take in the scenery on his wedding tour as far west as the Pacific coast.

The Canadian railways have caused a commotion among the commercial travelers by the abolishment of the special privileges of the latter, and placing them on an equality with the public so far as thousand-mile tickets are concerned, with a modification regarding seasons.

The river is still rising and now shows 10 feet 5 inches.

The White Eagle of Commodore Davidson's line will be the boat on Friday next.

The Libbie Conger of the Diamond Joe line will be the boat for Saturday next, and will leave at 6 p. m.

THE COURTS.

Supreme Court. At yesterday's session of the April term all the judges but Dickinson were present, and the following business was transacted:

Joseph Keen, respondent, vs. David H. Stinson, appellant, argued and submitted. Adjudged to 9:30 a. m. to-day.

District Court. NEW CASES AND PAPERS FILED. They have vs. Joseph J. Healdy, et al.; suit for \$45.00 for good furnished.

Louis Bader vs. Julia Viola Bader; suit for divorce on the ground of adultery, with the custody of three children, fruits of the marriage.

Probate Court. [Before Judge McGorty.] Estate of John B. Phillips, deceased; license granted to sell real estate.

Insanity of Barney King; examination at two o'clock to-day.

Municipal Court. [Before Judge Burr.] John Needy, drunk and disorderly; committed for twenty days.

F. Manke and J. Keen, drunk and disorderly; fines of \$10 paid.

H. Haxdke, drunkenness; committed for five days.

T. Howard, larceny; dismissed.

W. F. Roberts, disorderly; dismissed.

The Metropolitan Hotel. The proprietorship of the Metropolitan hotel has again changed hands, and our well known townswoman, Mrs. Charles McIntyre now has sole control of it. Some six weeks ago his partner, Mr. S. H. Halsted, received information of the death of his father, in the east, and was compelled to go there to take care of certain business interests, which claim so much of his attention that he has found it necessary to dispose of his interest in the hotel here. The result is that Mr. McIntyre has taken the whole establishment and is now sole proprietor. This is what has been, practically, for some time through the absence of his partner in the east. The hotel has been managed during the time with excellent success, and its popularity with Mr. McIntyre has been continually increasing. The present proprietor is making some alterations and improvements which will have the effect of rendering the establishment even more popular and desirable than it has ever before been, and he will not enter upon more successful career with it than he has ever before enjoyed. Mr. McIntyre's friends throughout the state, and the whole Northwest, will be greatly pleased to hear of his success, and will not fail to call and see him when they come to St. Paul.

The Pope and Free Masonry. News, May 6.—The grand officer of Italy publishes a reply to the encyclical letter of the pope in regard to Free Masonry. It says the valican is free to lament that it is deprived of temporal power, and to oppose Divine Providence, which has decreed its downfall, and may rave with respect to the abatement of human dignity.

ST. PAUL ELECTION.

The Democratic Ticket Elected With Little Opposition.

Democratic Gain of One Alderman and Two School Inspectors.

THE NEW COUNCIL.

First Ward. CHAS. S. CUMMINGS, JOHN DOWLAN.

Second Ward. R. T. O'CONNOR, JOSEPH ROBERT.

Third Ward. O. O. CULLEN, CHAS. E. OTIS.

Fourth Ward. W. D. CORNISH, R. A. SMITH, GATES A. JOHNSON.

Fifth Ward. E. C. STARKER, W. A. VAN SLYKE.

Sixth Ward. I. B. ST. PETER.

NEW BOARD OF EDUCATION.

First Ward. DR. J. OHAGE, J. M. MINER.

Second Ward. A. J. WAMPLER, JOSEPH OPPENHEIMER.

Third Ward. R. J. GEISEN, HARVEY OFFICER.

Fourth Ward. OTTO DREHER, L. A. GILBERT, H. H. ATHY.

Fifth Ward. GEO. A. HAMILTON, R. SCHIFFMAN.

Sixth Ward. WILLIAM BERLANDI.

First Ward. The election in the first precinct of the First ward passed off quietly; there was scarcely a ripple of excitement, and although a large vote was polled there was nothing that even suggested the idea of a contest. It was expected that some feeling would be developed between the adherents of the high and low license candidates, but the practical withdrawal of Mr. Rice's name left a clean field for C. S. Cummings, the low-license candidate for alderman, and the latter may be said to have had a clear walk over. In the early morning Gen. Snarborn announced at the polls that Mr. Rice had not accepted the nomination, and that it would be of no use to elect him, besides which circulars were posted to the effect that Mr. Rice had withdrawn. This dampened the ardor of his adherents, and the voting was about three to one in favor of Cummings.

For school inspector, the candidates were Dr. Ohage, the nominee of both conventions, and Dr. Murphy, who ran independently. The former captured most of the votes. The result in the First precinct is given below:

Second Ward. The famous Second has long been noted for its exciting election day contests, but in the way of lively skirmishing and red hot work, yesterday's affair is entitled to take the cookie. The battle was between J. G. Donnelly and A. J. Wampler, the candidates for school inspectors, and here all the interest centered. The voting was held in Sheriff O'Gorman's office in the jail building, and all day long court house square in the immediate vicinity, was filled with a surging and excited throng of citizens.

The contest was lively and excited in the extreme, and at times the spirit of debate would give way to outbreaks bordering upon anger, but not until late in the afternoon did the fun commence. In the early part of the day it was a nip-and-tuck contest, and it was difficult to predict how it was going to go. At noon the voting was heavy and observant on-lookers gave the day to Donnelly. The latter, however, equal the emergency and by a shrewd strategy of diplomacy he recruited his forces from the ranks of the ladies. About 3 o'clock a couple of back lads of ladies drove up and the crowd gave way to give them a chance.

Previous to this time the only downright excitement was a spat between a couple of adherents of the rival interests of the day. Both men sought to occupy the same plank in front of the window, where the votes were deposited, but it was apparently not wide enough to hold them, and a scuffle ensued, but nothing serious transpired. The amusement ran high when the ladies commenced to vote and several entertaining occurred. The ladies were brought to the polls in carriages, and in several instances Mr. Wampler, or his adherents, challenged them. Over fifty ladies were brought to the polls but a few were barred out for the reason that they were born in other countries and not naturalized. One young lady, with brown, coarsing curls, and a two for a quarter kind of a smile, was asked if she was here, and she replied, "Yes, in St. Louis, you see, and she replied, "Where do you sleep," inquired Mr. De-laney? "On St. Peter street," she answered, and this barred her out.

Another lady applicant was challenged by Mr. Kennedy, the citizens' candidate, for alderman, on the grounds that she had been there before. All this was relished by the crowd, who surged and hooted like mad men. At 5:30 the polls closed and bets were about even as to who had won the day.

THE VOTE IN DETAIL.

First Precinct.—Treasurer, Geo. Reis, 535; J. F. Lincoln, 194; Reis' majority 341.

Alderman.—R. T. O'Connor, 600; J. J. Kennedy, 123; O'Connor's majority 478.

School Inspector.—A. J. Wampler, 478; J. G. Donnelly, 302; Wampler's majority 176.

Third Ward. In the first precinct of this ward there was but precious little excitement and the day passed off without special incident. The alderman candidate, O. O. Cullen, had the field all to himself, receiving 551 votes. The only contest was between C. J. Monfort, Republican, and P. J. Gieson, Democratic, candidates for school inspector. An effort was made early in the day to corral the ladies' vote, but as the first voters were challenged the scheme was abandoned. The contest resulted in the election of Mr. Gieson by the majority of 197. The vote in detail was: P. J. Gieson, 384; C. J. Monfort, 187. Geo. Reis, 463; J. F. Lincoln, 95. O. O. Cullen, 551.

Whole number of votes cast, 563 males and twelve females.

Of the ladies' votes, nine were for Gieson and three for Monfort.

Fourth Ward. In the First and Fourth precincts of this ward, in addition to the city ticket Alderman and School Inspectors were elected. In the First precinct the vote stood:

Treasurer.—Reis, 359; Lincoln, 124. Alderman.—R. A. Smith, 357; C. J. Thompson, 292.

School Inspector.—Otto Dreher, 336; H. J. Horn, 188.

In the Fourth precinct the vote stood: Reis, 271; Lincoln, 83. Alderman, Smith, 292; Thompson, 59. School Inspector, Dreher, 377; Horn, 77.

Forty-five women voted for Dreher in the First precinct; two women voted the full Democratic ticket in the Fourth precinct, but the ballots were not counted.

THIRD AND FIFTH PRECINCTS. The total vote in the Third precinct was 703, including 110 ladies, 75 of these voting for Galusha and 190 for Athy.

The total vote in the Fifth precinct was 356, including 18 ladies, who voted for Athy.

Treasurer, Reis' majority, 623; alderman, Gates A. Johnson's majority over J. W. McClung, 475; School Inspector, H. H. Athy, majority over R. V. Galusha, 589.

CITY TREASURER.

[Candidates—George Reis, nominated by Democrats and Republicans, and John F. Lincoln, Independent.]

1st Ward, 1st Precinct. Reis, 536; Lincoln, 194.

2d " " " " Reis, 292; Lincoln, 95.

3d " " " " Reis, 123; Lincoln, 123.

4th " " " " Reis, 123; Lincoln, 123.

5th " " " " Reis, 123; Lincoln, 123.

6th " " " " Reis, 123; Lincoln, 123.

7th " " " " Reis, 123; Lincoln, 123.

8th " " " " Reis, 123; Lincoln, 123.

9th " " " " Reis, 123; Lincoln, 123.

10th " " " " Reis, 123; Lincoln, 123.

11th " " " " Reis, 123; Lincoln, 123.

12th " " " " Reis, 123; Lincoln, 123.

13th " " " " Reis, 123; Lincoln, 123.

14th " " " " Reis, 123; Lincoln, 123.

Table with 4 columns: Ward, Precinct, Candidate, Votes. Totals: 4478, 1567.

ADHERENTS.

First Ward—First Precinct. C S Cummings, 376; Edmund Rice, 124.

Second Ward—Second Precinct. R T O'Connor, 606; J J Kennedy, 122.

Third Ward—Third Precinct. O O Cullen, 551; No opp.

Fourth Ward. R A Smith, 357; 292; C J Thompson, 125; 59; 184.

Smith's majority, 465.

Gates A Johnson, 359; 312; J W McClung, 159; 28; 187.

Johnson's majority, 475.

W A Van Slyke, 292; 215; 507.

Chas S Rogers, 259; 183; 442.

Van Slyke's majority, 65.

SCHOOL INSPECTORS.

First Ward—First Precinct. Dr J Ohage, 399; Dr J H Murphy, 100.

2d Prec. 3d Prec. J M Miner, 302; 85; W S Moore, 31; 35; 352.

Miner's majority, 277.

Second Ward—First Precinct. J G Donnelly, 408; A J Wampler, 372; 176.

Third Ward—First Precinct. P J Gieson, 384; C J Monfort, 187.

Fourth Ward. Otto Dreher, 336; H J Horn, 188; 77; 613.

Dreher's majority, 348.

H H Athy, 493; 324; 817.

R B Galusha, 203; 25; 228.

Athy's majority, 589.

Geo A Hamilton, 549; 395; No opposition.

CASES SET FOR TRIAL.

Opening of the May Term of the District Court. Yesterday morning at 10 o'clock the grand jury assembled but so many of them desiring to be excused for the day, after being organized they adjourned to meet at 10 o'clock this morning when they will receive their charge and retire to consider the cases which have been held over for their consideration.

Notwithstanding it was election day, there was a very large attendance of the city and county for the setting of the court and jury trials of the term, Judge Brill presiding, which consumed both a forenoon and afternoon session. The following are the dates set for trial of the cases in the calendar:

JURY CASES. May. 12—63, 102, 122, 168, 23—150, 181, 182. 13—84, 96, 127, 173, 22—173, 179, 221. 14—93, 100, 133, 134, 180, 191. 15—128, 107, 113, 25—186, 192, 193. 16—110, 111, 112, 163, 27—190, 196. 17—114, 119, 224, 225, 28—200, 201. 18—117, 125, 98, 29—208, 214. 19—104, 148, 30—175, 204, 219. 20—153, 158, 172, 31—209, 212. 21—159, 161, 202.

June. 2—216, 217, 228, 10—243, 244, 257, 147. 3—218, 223, 225, 11—232, 247. 4—221, 222, 223, 12—248, 249, 250. 5—223, 221, 273, 13—251, 252, 253. 6—226, 237, 239, 14—255, 261. 7—242, 16—263, 265. 8—240.

COURT CASES. May. 12—115, 126, 22—160. 13—205, 23—92. 14—213, 238, 24—82, 195. 15—101, 254, 25—170, 166. 16—128, 132, 140, 26—87, 140. 17—15, 37, 128, 204, 29—69, 149. 20—143, 144, 30—139, 241. 21—129, 226.

June. 2—70, 134, 18—188. 3—102, 107, 16—198, 222. 4—106, 187, 19—207. 5—39, 121, 171, 20—142. 6—102, 103, 21—187. 7—137, 141, 268, 24—188, 259. 8—104, 164, 25—140, 203. 9—145, 177, 26—194. 10—102, 103, 27—182, 256. 11—161, 189, 30—258. 16—81, 210.

AMUSEMENTS.

A Good Play Finely Enacted. The most striking thing, next to the acting, in the drama "Young Mrs. Winthrop," being performed at the Grand, is the exquisite harmony of the mise en scene, and probably to this feature may be attributed the perfect repose that permeates the play. There is no suggestion of crudeness, and the upholders of the piece, and the stage manager have given great attention to detail, the result being a perfect blending of the whole like the primaries in a good picture. The mounting of the play is superb, being of itself almost worth the price of admission. The drama was presented to another large audience last night, and the artistic presentation was greatly enjoyed.

As said yesterday, the cast is admirable, and the opportunity is seldom offered a St. Paul audience to see a company in which all the impediments are so finished and well rounded. While paths is uppermost in all plays of the emotional kind, this drama is relieved by a thread of humor which shimmers through like the sunbeam in a rifted cloud.

There will be a matinee performance this afternoon and the engagement closes to-night.

The sale of seats for the return engagement of the Monte Cristo company at the box office of the Grand at 9 o'clock to-morrow morning.

The best entertainment in St. Paul this season, the Boston Ideals excepted, is the Thursday evening concert of the Critterians, at Park church, St. Anthony Hill. Don't miss it.

STILLWATER.

Definite information was received here yesterday in regard to the late fatal accident in Snake river. It appears that on Sunday last nine men in the employ of Carmichael Malloy attempted the river in a bateau, and before they were aware of their danger their frail craft with its living freight were borne with frightful velocity toward the falls, over which they were carried notwithstanding their determined efforts to prevent the impending catastrophe. Of the number who made the dreadful descent, all were saved but Niel Campbell, who was carried swiftly out of sight before assistance could reach him. Although diligent search was being made, the body had not been found when the messenger left the scene of the accident.

According to the program the Stillwater base ball club are to play thirty-six games in this city, commencing on the 9th day of June. The playing is to be continued every afternoon, Sunday and 4th of July excepted. On the last named day there will be