Daily Globe.

Official paper of the City and County.

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DAILY WEATHER BULLETIN.

OFFICE CHIEF SIGNAL OFFICER. WASHINGTON, D. C., Aug. 21, 9:56 p. m.

Observations taken at the same moment of time at all stations named.

UPPER MISSISSIPPI VALLEY.

	Bar.	Ther.	Wind.	Weather.
St. Paul	31.11	60	Calm	Clear
La Crosse	30.12	61	NW	Clear

NORTHWEST.

	Bar.	Ther.	Wind.	Weather.
Bismarck	29.89	62	S	Thrtg
Ft Garry	29.92	56	NW	Fair
Minnedosa	29.84	56	E	Thtg
Moorhead	30.03	56	S	Clear
Quapelle	29.92	52	NE	Cloudy
St. Vincent	29.92	56	SW	Clear

NORTHERN ROCKY MOUNTAIN SLOPE.

	Bar.	Ther	Wind.	Weather.
Ft. Assinaboine	30.03	60	NE	Cloudy
Ft. Buford	29.90	58	NE	Fair
Ft. Custer	29.96	66	Calm	Clear
Helena	29.98	70	SW	Cloudy
Huron, D. T.	30.06	56	SE	Clear
Medicine Hat	29.99	59	NE	Cloudy

UPPER LAKES.

	Bar.	Ther.	Wind.	Weather.
Duluth	30,10	58	E	Clear

DAILY LOCAL MEANS.

Bar.	Ther.	Dew Point.	Wind.	Weather.
30.10	60.3	51.3	W	Clear

Amount rainfall, .0; Maximum thermometer, 73.5; minimum thermometer 50.0; daily range 23.5.

River—Observed height 3 feet, 0 inches.
Rise in twenty-four hours, 6 inches.
Fall in twenty-four hours, 0 inches.

Note—The "time ball" is dropped daily (Sundays excepted) from the flagstaff on the Fire & Marine building, corner of Third and Jackson streets, at noon, "Central Time," as determined at Carleton College observatory.

NOTE—Barometer corrected for temperature and elevation.

P. F. LYONS, Sergeant, Signal Corps, U. S. A.

INDICATIONS.

WASHINGTON, Aug. 21, 1 a. m.—Indications for the upper Mississippi: Generally fair weather; variable winds; nearly stationary temperature. Missouri valley: Generally fair weather; southerly winds; slight rise in temperature.

YESTERDAY'S MARKETS.

Coarse grains and general produce were more active on 'change yesterday, with the market steady. At Milwaukee wheat declined ⅞@1⅛c. Chicago wheat closed ¾c lower than on Wednesday; corn was down ¾@⅞c, and vats were ⅝c lower. Pork still remains cornered at $27.00. In the early part of the day stocks were irregular and declined ¼ to 1⅞ per cent., but a better tone prevailed later, owing to favorable reports of earnings, and the recovery of the loss and a gain of ¼ to ⅜ per cent. was made under a brisk demand. Near the close a reaction of ⅛ to ¾ was followed by a slight recovery, and the market closed strong and from ⅛ to 1⅞ per cent. higher than Wednesday. There was extreme dullness in the mining market.

SAMUEL J. TILDEN cordially approves of Governor Cleveland's letter of acceptance. In fact, the Governor had the benefit of his wise counsel and approbation before the document was sent to the public.

STEVE ELKIN'S executive branch of the Republican committee have bought thousands of copies of the Buffalo paper which brought out the slander against Gov. Cleveland, and sent them by the carload through the country. The Blaine committee in Massachussetts have done the same thing by a Boston print containing the vile stuff. As one means of circulation packages of these indecent prints are sent to post offices to be given away by the Republican postmasters.

BLAINE has caused a series of picnics to be held in many of the counties of Maine at which he can appear and exhibit his manly tattooed form. He is anxious to have his party carry the September election there, and is the most active politician in the State. The parade over Neal Dow and Solon Chase are of his inspiration, and he supervises the reports of the doings at the Blaine picnics that are sent abroad, with the intent to influence the public mind outside of the State.

THE stuff telegraphed from Philadelphia to western Blaine papers regarding the position of Sam'l J. Randall upon the form and matter of Gov. Cleveland's letter of acceptance is the quintesence of falsehood, a stupid invention. If it were true it would write Randall down a fool, an inculpation he would not be particularly proud of. When no fact or shadow of one can be found as the basis of attack, the Blaine manipulators send out lies, and in this case a stupid and foolish one.

COL. W. O. BRADLEY of Kentucky, special counsel to prosecute civil suits in the Star Route cases, has resigned. He found that the government had no intention of bringing the cases to trial, and that in every move he made he was immediately thwarted by the orders of Attorney General Brewster. Finding the whole thing a farce he washed his hands of it. It would be rather embarassing at this time to have Blaine's Star Route "brigand," Steve Elkins, called upon to stand trial for the money Dorsey says he owes the government.

NEW HAMPSHIRE is the only state in the Union which by law forbids the holding of state, county, village or township office by communicants of the Roman Catholic Church. New Hampshire is a Republican State, and this prescriptive law was enacted by a Republican legislature. That state is the home of Bill Chandler, Blaine's manager in 1876 and 1880, and this law is in keeping with Blaine's infamous Madigan circular opposing the election in Maine of a Catholic to office. Chandler is now especially engaged to foil the Independent movement to secure the electoral vote of New Hampshire against the Catholic hating candidate.

CLARA LOUISE KELLOGG who has just returned from Europe files her testimony that Italian opera has had a disastrous season in London, while English opera has held its own. She gives it as her judgment that both in London and New York there is a bad outlook for Italian opera the next season, while English and German opera are looking up. She accounts for the decline in Italian opera on the ground that the salaries demanded by the artists are too enormous for the managers to give, but she thinks there is a good opportunity for English opera in this country the ensuing season. Miss Kellogg says she herself has had two offers in English opera, and has accepted neither, chiefly for the reason that the companies were not as complete as she desired to be associated with. In September she begins a tour of the Southern states to sing in concert.

THE city of Elizabeth, New Jersey, is in a ferment regarding the enforcement of an ancient blue law regarding the Sabbath observance, which, from its antiquity, had fallen into disuse. This law not only forbids all manner of traffic on the Sabbath but makes it an offense to walk or ride abroad except to go to church or for the Doctor, or some similar work of absolute necessity. Steps were taken requiring the liquor stores to close. On the following Sabbath the liquor men watched the barbers and grocers and others that remained open, while they were closed, and there were many arrests. When the accused appeared in court the Judge said to the throng about, that as a private citizen he was opposed to the men who made the complaints because they were actuated by malice and personal spite. After taking his seat and opening court he said he would put aside the citizenship and act as a Judge only. His ability to perform this feat was not put to a test, as none of the complainants appeared and all the cases were non-suited. Last Sunday the barber shops succumbed and kept closed doors. The liquor men say they wont stand it long."

WILL BLAINE WITHDRAW?

There is great anxiety for Maine in the Blaine camp. The election occurs on Monday, September 8th, and in addition to the state ticket and really overshadowing it, is the question of submitting the complicated question of a prohibition constitutional amendment. The liquor laws that have been enacted there are not satisfactory, and a rank prohibition amendment is proposed. Blaine finds he is between the upper and the nether millstones on this subject. He pretends in Maine to be in favor of the most radical prohibition, but in the rest of the country he wants to be understood as a free-and-easy man upon the subject. Undertaking thus to balance vessels of water upon each shoulder, he has cajoled Neal Dow to stand sponsor for him in Maine, and when his position anywhere outside is brought in question he "magnetically" disarms both Dow and any expressed opinion on the subject. The position of affairs renders the result of the September incident important, and at the same time it is clouded with doubt. Speculation is already rife as to the course that Blaine will pursue if he should carry the state by a small majority only, or lose it altogether in September, and the situation is regarded as so grave that the eastern papers are already discussing the question of Blaine's retiring from the National ticket, which is declared as inevitable if the state goes against him, and not impossible if the majority is so small as to amount to winning by a mere scratch. Discussing the pros and cons, an eastern paper says:

Two plans are under consideration should the September election be unfavorable. One, and the most probable, is to accept Blaine's resignation and have the national committee advance Logan to the leadership; the other is to invite President Arthur to stand. The latter, it is thought, would make the stronger candidate for a short campaign, but the former stands now in in the line of promotion and ought not to be overlooked. His strength would lie chiefly in the fact that he has no unpleasant record to defend, and if any Republican could win after a disaster in September he would be the leader most likely to snatch victory from defeat. But it is not improbable that the outcome of the September election will spare the fussy party saviors any worry on this head.

This incident shows that the Democrats through compact organization and vigorous, unfaltering work can surely win the great victory which will have for its glory the opportunity to Turn the Rascals out.

A VALUABLE ENDORSEMENT.

It is a long time since the GLOBE has had an opportunity to take so much genuine pleasure as it does in publishing the letter appended, which has been received from Hon. John B. Brisbin. The pleasure does not arise from the fact that Mr. Brisbin endorses the candidacy of Mr. Donnelly, for while such an endorsement is valuable and important to Mr. Donnelly, it has a deeper significance. Mr. Brisbin frankly states that he has repented. He was one of the class who opposed Mr. Donnelly's candidacy against Mr. Washburn in 1878, when Mr. D. only failed of election by not receiving the vote of the Democrats, after he had been duly nominated by the party. The GLOBE in that campaign, the first year of its existence, and ever since, has endeavored to impress upon the Democrats the fact that a minority party cannot succeed with a Chinese wall erected and guards stationed thereon with shotguns to prevent recruits from joining the ranks. The policy of repulsion has, we are sorry to say, been the uniform policy of the old liners in the Democratic party of Minnesota, and the GLOBE is glad to see so prominent and able a Democrat as Mr. Brisbin, publicly and forcibly renounce the course which has heretofore been the accepted programme of the party. Such sentiments as the following, enunciated by one of the oldest, most consistent and best known Democrats in the state, marks a new era in Minnesota politics and demonstrates that the age of progress still exists. The GLOBE especially commends its perusal to the Democrats of the Third district:

To the Editor of the St. Paul Globe:

ST. PAUL, Aug. 21, 1884.—I regret to learn from the proceedings of the Democratic district congressional convention which nominated Hon. Ignatius Donnelly as its candidate for congress, that so faithful a Democrat as Hon. E. T. Wilder protested. Altcough not as old, I have been as consistent a Democrat as Judge Wilder. I have heretofore opposed the candidacy, as a Democrat, of Mr. Donnelly. I have repented. The principles and objects of the quasi organization nominations which preceeded that of the Democratic convention are identical with those of the National and State Democracy—they are basic dogmas of our breviary, *i. e.* hostility to monopolies and "the greatest good to the greatest number." There appears no justifiable ground for opposition to Mr. D.

It would seem that Mr. Donnelly has a prospect of election, which no Democrat could expect in the district. He will make a canvass which will at least "flutter the dove cotes of Corioli" and cannot avoid saying things which will be advantageous to the national ticket.

We have heard of mothers bereft of reason rocking the cradle of a dead child. Equally bootless is recalcitration, such as that of my friend, the judge.

I have reasons for wishing the success of Mr. Donnelly growing out of state pride. He is without challenge one of the ablest and most remarkable men of the whole country, and will be both heard and felt in congress. Hastily,

J. B. BRISBIN.

CURRENT COMMENT.

THERE are a number of women planters in Madison Parish, Louisiana. Mrs. M. A. Gibbs lives on the Hecla plantation, which she manages with great success; Miss Lu Lucas manages a large force. She spends most of her time in the saddle, and looks after plows, hoes, drains, levees, stock and mill. Madame Ames owns a tract of 1,000 acres, and has 800 acres under cultivation this year.

CHICAGO *Times*: If the recent scenes at Iowa City are a fair criterion, Iowa is going to have a pretty lively time enforcing its prohibition law. In common justice the law ought not to prevent the sale of alcohol for the removal of tar from the persons of prosecuting attorneys who attempt to enforce it.

COLONEL FREDERICK WELLESLEY, who married Kate Vaughan, is the son of the late Lord Cowley, and a third cousin of the new Duke of Wellington. He has no more chance of succeeding to his cousin's title than of becoming emperor of Russia.

IF needed a Presidential campaign to enable the public to find out John A. Logan's age. He was born in 1827, but has never allowed that fact to be stated by Ben. Perley Poore, the Congressional biographer.

CZ President Arthur's aptness of telling a story, the *Baptist Weekly* says: "That is inherited clerical ability. Who could say a smarter thing than the Rev. Dr. William Arthur, the President's father?"

THE latest story is that Ben Butler is to get the English Mission from Blaine as the price of his Presidential candidacy. O'Donovan Rossa will, of course, in that event, be made Secretary of the Legation.

IT is a mistake that Santa Anna left Mexico a poor man. He carried into exile in the West Indies a great fortune, spent thousands cock fighting and gambling, and left his widow rich.

A CUBAN lady at one of the Saratoga hotels is accompanied to the table by a colored gal, whose duty is to fan his mistress during the meal and keep all audacious flies at a distance.

ABBE LISZT has become blind from the excessive use of brandy. This is the most undoubted case of blind drunk on record.

THE most stylish women do not now wear earrings in the day time, and only those with jewels or rare stones in the evening.

CAPOUL, the tenor, is to marry the daughter of a wealthy French land owner. Capoul is the inventor of the masculine bang.

SIR JOHN MACDONALD, the present premier of Canada, is said to have started in life as a bootblack in Glasgow.

OF the forty-five people who committed suicide for love last year in Italy, only nine were women.

A NEPHEW of Mrs. Siddons is employed in the post office department at Washington.

THE young ladies on the seashore have adopted pearl bangles.

IOWA PROHIBITION CIRCUS.

Investigation Proves "Mumm" and "Tea" to be Lager Beer and Whisky.

[Special Telegram to the Globe.]

KEOKUK, Ia., Aug. 21.—The first of the liquor seizure cases under the Iowa prohibitory law was ended here to-day, after a three day's trial. A saloonkeeper of this city dealing in "Mumm" and "tea" had his stock confiscated, the claim being made that the articles of traffic were beer and whisky, and the jury hold such to be the case, holding the "mumm" to be beer and the "tea" whisky, and that they were kept for sale in violation of one of the provisions of the new law. The defendant gave notice of appeal to the district court. The law is being violated daily and no decisive steps have been taken to enforce it.

AT BURLINGTON.

BURLINGTON, Ia., Aug. 21.—Judge Phelps filed an opinion this afternoon in the two cases against saloon keepers, convicted under the liquor law. He again holds that a justice of the peace has no jurisdiction for the cause objected to in the affidavit for a chrnge of venue; also that the justice had no jurisdiction under the judgment. He could only bind the defendants over to appear before the grand jury. His decision is the same in effect as that of Judge Hayes, of Clinton. A writ of habeas corpus was granted and the defendants discharged.

AT CLINTON.

CLINTON, Ia., Aug. 21.—Great interest is felt at Dewitt over a trial involving twelve kegs of "mumm," seized at the saloon of C. Voss, and analyzed as liquor by Dr. Robert McNutt, of Des Moines, as follows: Water, 8,502 parts; alcohol, 5.10; glucose, 3.95; hop extract, 2.17; carbolic acid, 2; dextrine, 6.5; diostuse, 4.5; lost in test, 1.56. Several citizens testified that the liquor was just like lager beer. The trial will be continued to-morrow. Voss was arraigned, and having an examination he was bound over.

BLACK DAMP.

Seven Men Killed in a Shamokin, Pa. Mine.

SHAMOKIN, Pa., Aug. 21.—Seven men lie buried in the Greenback colliery, near this place, the victims of the deadly black damp. Their names are: William Kyler, married; William Carl, married; Patrick H. Hearley, married; William Shaukweiler, married; William Fox, married; Robert White, single; Frank Wardrep, married. Not since the frightful accident at Henry Clay's works, years ago, has this town been so excited as to-day when the news of the disaster spread abroad.

The Greenback colliery is located about two miles east of Shamekin. On Wednesday forenoon the Buckridge colliery on the Renshaw and Johnson track, was discovered to be on fire, and the mouth of the slope was shut up. The Greenback colliery lies next to Buckridge on the Fulton and Beardly track, a line filler of fifteen yards intervening. When the fire broke out S. B. Whiting and other mining experts, after careful examination, decided to drive a hole from the Greenback into the workings of the Buckridge.

The men who were engaged in driving the hole worked all night and had made good progress, and everything at daybreak seemed favorable to the plans adopted for extinguishing the fire. By 6 o'clock, however, the fire had burned through the old workings of the water level and great quantities of gas began penetrating into the Greenback workings, and seven men, whose names are given, were overcome before they could get out of reach of the deadly poison. Valentine Depner made an effort to recover the bodies and narrowly escaped with his life.

Everything possible is being done to reach them, but no doubt exists any longer of their fate. Eleven mules are supposed to have been smothered or burned. The fire is burning more fircely than ever. Both collieries are likely to be a total loss. An estimate of loss to the Philadelphia and Reading Coal and Iron company, which owned the mines, cannot be made until the exact extent of the fire is ascertained. The Greenback and Buckridge collieries employ over 600 men and boys, who will be thrown out of employment in consequence of the fire.

The fire started in the fire house, and the flames ascended rapidly. All the timbers which supported the roof of the mines have already been burned away. Heavy falls of top coal and rock are constantly occuring. The Reading officials are on hand and doing all they can to get the dead men out. The excitement in town is intense. At this time but little headway has been made. The men are slowly moving down the slope carrying with them arbrattro and air pipas of three inches in diameter. It is not supposed the bodies of the men in the slope will be recovered before Saturday morning.

The mouth of the Buckridge slope was opened this evening. Gas at the face of the Greenback colliery overcomes any one who goes within five feet of it. If air can be put down to the water level of the Greenback slope, which is about 200 feet higher than the Buckridge, the men can easily be reached. Nothing will be left undone, nor expense spared to reach the bodies. The loss to the coal and iron company will probably reach $100,000, besides the long term of idleness forced upon the employees.

SHAMOKIN, Pa., Aug. 21.—The fire has not abated, although two heavy pumps have been forcing water down the slope all day. Bnt the Buckridge and Greenback colliers are full of gas and a number of men on the surface were overcome by escaping gas. There is no possibilties of the bodies being reached before to-morrow.

World Exposition.

NEW ORLEANS, Aug. 21.—The board of management of the World exposition decided to finish the government building, and consequently bids for the work by outside parties are requested. The management offer to dispose of the privilege of furnishing and running a machinery repair shop at the exposition, and desire proposals for furnishing all steam pipes, valves, steam fittings, etc., for the main building.

Firing on a Train.

GALVESTON, Tex., Aug. 21.—Yesterday the passenger train on the Mexican National railroad with pay car attached, was making the trip from New Laredo to Monterey, and when near Bustamento station it was fired into by a band of miscreants from an ambush. The passenger car was filled with ladies and gentlemen, but none were reported injured. It is believed the attack was another bold attempt to rob a pay car.

Seattle Shut Out.

PORTLAND, Oregon, Aug. 21.—Orders were received and executed to-day from President Harris of the Northern Pacific, withdrawing the rolling stock from the branch between Tacoma and Seattle. Seattle is now without railroad connections with Oregon and the east.

Kansas Fusion.

TOPEKA, Kas., 21.—The Democrats and Resubmissionists effected a fusion to-day and renominated Gov. Glick, and nominated C. K. Holliday, a Resubmissionist for lieutenant governor. A full state ticket was nominated.

Kansas Workmen.

LEAVENWORTH, Ks., Aug. 21.—Corporal Ray won the skirmish medal to-day with a score of 130 out of 37 shots on a possible of 180 points.

CITY LEGISLATION.

Special Meeting of the Common Council Yesterday Afternoon.

Street and Walk Improvements Ordered-Hopkins Street.

The common council held a special meeting yesterday afternoon at 3 o'clock at the council chamber in the city hall for the purpose of taking final action in the matter of laying sidewalks. Considerable other business was attended to.

A communication was received from the mayor calling attention to the use of Fifth street as a hay market and suggesting that the council take some action with a view to removing this obstruction to the travel of the street.

John G. Baasen sent in a communication in which he strted that on the night of January 23 last, while walking on the Wabashew street bridge, his foot slipped through a crack in the floor and his leg was broken. He asks for such redress as the council is willing to grant.

The following reports from the board of public works were favorably acted upon, and the clerk directed to advertise for bids:

For the construction of a sewer on Dbyton avenue, from Farrington avenue to Summit avenue, and on Summit avenue, from Dayton avenue to Rice street: opening, widening and extension of Van Buren street, from Dale street to Lexington avenue; opening, widening and extension of La Fond street from Dale street to Lexington avenue; opening, widening and extension of Minnehaha street from Western avenue to Lexington avenue; opening widening and extension of Thomas street from Dale street to Lexington avenue; opening, widening and extension of Edmund street from Dale street to Lexington avenue; opening, widening and extension of Blair street from Dale street to Lexington avenue; opening, widening and extension of Ellen street from Dale street to Lexington avenue; grading Dayton avenue from Dale street to Victoria street; grading Hopkins street from Bradley street to St. Paul & Duluth railway; grading Kent street from Iglehart street to Carroll street; grading Mississippi street from Pennsylvania avenue to Acker street, and constructing the abutment for the iron bridge over the track of the St. Paul, Minneapolis & Manitoba railway.

The following from the committee on streets and parks was read, and after some discussion referred back to the same committee:

Resolved, That the Board of Public Works, in the matter of paving Fifth street, between St. Peter and Franklin streets, be requested to so modify the manner of constructing the curbs and gutters between the points named as to obviate the necessity of raising the sidewalks at the corners of Washington and Fifth streets.

The following communication from the board of public works was read and placed on file:

To the Board of Public Works:

GENTLEMEN: In the matter of the enclosed order, directing plan and estimate of cost of grading Hopkins street, from Bradley street to St. Paul & Duluth railroad, approved June 19, 1884, I find that there is no grade established on this portion of the street, and that a line from the grade of Bradley street to the St. Paul & Duluth railroad will make a grade 16½ feet per hundred. A partial grade could be made on this line at an expense of about $100. As a roadway for public use this would be dangerous, and should not be constructed. It might be admissible simply as a convenience for getting wood out of the yards along the railroad track, but, if constructed for this purpose, the general public should not be allowed to use it. It should be closed by substantial gates at the top of the hill, and the parties for whose use it is constructed should be required to keep the gates closed except when passing back and forth. Respectfully,

W. A. SOMERS, Engineer of B. P. W.

The following sidewalks, to be constructed of Euclid stone, consisting of flags as long as the full width of the sidewalk, not less than three and a half feet in width, were ordered constructed.

South side of Fifth street, from Wabashaw street to Cedar street, in front of block 20, St. Paul proper.

West side of Wabashaw street, in front of lot D, and north half of lot 4, block 11, Bazille & Guerins' addition.

North side of Seventh street, in front of the middle one-third of lot 5, block 2, Whitney & Smith's addition.

North side of Seventh street, in front of west one-sixth of lot 6, block 3, Whitney & Smith's addition.

North side of Fifth street, from Wabashaw street to Cedar street, in front of lots 9, 10, 13 and 16, block 9, St. Paul proper.

West side of Sibley street in front of lot 2 and north half of lot 3, block 3, Whitney & Smith's addition.

South side of Seventh street in front of west two-thirds of lot 1, block 7, Whitney & Smith's addition.

On north side of Fourth street, in front of lots B, C and D, Drake's re-arrangement of a part of block 16, Whitney & Smith's addition.

On north side of Seventh street, in front of lot 5, block 16, Rice & Irvine's addition.

In the matter of paving Fifth street, between St. Peter and Franklin street, the board of public works were requested to modify the manner of constructing the curb and gutter between the points named so as to obviate the necessity of raising the sidewalks at the corner of Washington and Fifth streets.

The following communication from the Board of Public Works was read and referred to the committee on streets:

To the Board of Public Works:

Gentlemen,—The sidewalk contractor notifies me that it is necessary for him to have orders for stone sidewalks that it is intended to have laid this year not later than the 1st of September, as the time required to get out the stone and transport them to this city, is so long that the work of laying walks that are ordered later will be delayed until freezing weather.

I take the liberty of bringing this matter to your attention, on account of the fact that orders passed later than the meeting of the common council to be held to-morrow afternoon can not be placed in the hands of the contractor before the 9th or 10th of September, ten days later than the time fixed by the contractor, and would suggest that the attention of the common council be called to the fact that it is impossible to do good work of this character when the ground is frozen. W. A. SOMERS, Engineer Board of Public Works.

The matter of paving Fifth street, from St. Peter street to Cedar street, with cedar blocks, was recommitted to the committee on streets.

An order was passed for the grading and guttering of Canada street from Ninth street to Valley street, with gravel and surfacing, and rough granite curb.

The agreement between the St. Paul, Minneapolis & Manitoba railroad and the city for the construction of a bridge across Jackson street was approved.

The opening and extension of Belfast street from North street to Hopkins street was referred to the board of public works.

The following resolution was considered and approved:

Resolved. That the city engineer be and is hereby instructed to furnish forthwith in duplicate to the city clerk profiles of all street grades that have been established, or the grade of which have been changed since the year 1880, and the city clerk is hereby instructed to place one of the said copies on record as soon as received, and place the other on file in his office.

The grading of Reaney street, from Edgerton street to Payne avenue was referred to the board of public works.

It was ordered that the fire commissioners construct a cistern on East Delos street, near engine house No. 6.

The following resolution was adopted:

Resolved, that the First National bank of Minnesota, Merchant's National bank, St. Paul National bank, German American National bank, Second National bank and Germania bank of the city of St. Paul, be, and the same are hereby designated, as depositories of city money in accordance with section 6, chapter 3, of the city charter.

The grading of Jackson street from Arch street to Sycamore street was referred to the board of public works.

A resolution was passed ordering the city comptroller to place in his tax levy estimate for 1884-85, $45,000 for the purpose of rebuilding the bridge over the Mississippi river.

Adjourned.

Monsignor Capel in Manitoba.

The Rt. Rev. Monsignor Capel returned yesterday from Winnipeg, where he has been the guest of Archbishop Tache. The Monsignor gave four "conferences" in the church of St. Mary's, and a lecture in the Opera house. On the separate occasions the audience was more than two-thirds comprised of non-Catholic, who showed the greatest attention, though some of the discourses were an hour and a half long. The local press was most flattering in its praise of the scholarship and the oratory of the prelate; and, what is unusual in the British dominions, the greatest liberality was shown the papal prelate. At the opera house, the local prime minister presided, a protestant, having at his right the Archbishop. At the close of the lecture, which was on the interesting subject of "Freedom of thought under Catholicism," the Monsignor expressed his warmest approbation and thanks for the courteous hospitality shown him by Catholics and non-Catholics alike in this the first portion of her Britanic majesty's dominions visited by him on the American side of the Atlantic. He said that if Englishmen in the great northwest would lay aside prejudice, and honestly examine the claim and belief of their Catholic countrymen, they would indeed be laying the foundations of a lasting national unity. Monsignor Capel finished by expressing his deep appreciation of the warm hospitality given him by his grace, the archbishop of St. Boniface, whom he described as a true child of the northwest, and an eminent Canadian citizen, distinguished for his loyalty to church and country, and who is beloved by all for his unceasing efforts to sustain order, and to promote education.

UNCONSTITUTIONAL LAW

Knocks Down the Minneapolis Municipal Court.

A Sensational Discovery that Promotes the Justices of the Peace.

Another case of unconstitutional legislation is rising to the surface to be dealt a disruptive blow by the supreme court within a few days. Within a short time it has been discovered that the legislative enactment creating the municipal court of Minneapolis did not, on its passage, receive the required two-thirds vote of the legislature, but only a majority of those present at the session.

Following the case of the State of Minnesota ex rel Attorney General Hahn vs. W. K. Gould, judge of the municipal court of the city of Moorhead, the supreme court will of course, in that instance, issue a writ of prohibition to Judge Mahoney, demanding that he pass no more sentences, hold no more hearings, etc.

The mistake of the legislators in the passage of the act creating the municipal court of our sister city will throw matters into a pretty kettle of fish, and fatten up the fees of the otherwise impecunious Minneapolis justices of the peace.

THE NEW BRIDGE.

That is to Span the Mississippi River at St. Paul.

The following is a full text of the bill passed by congress and approved by the president, July 5, for the construction of a bridge across the Mississippi river at St. Paul:

An act to authorize foot and carriage or railroad bridges across the Mississippi river at Saint Paul, in the state of Minnesota.

Be it enacted, etc., That the common council of the city of Saint Paul, in the state of Minnesota, and its successors, are hereby authorized and empowered to erect, establish, and maintain, or authorize the erection, establishment, and maintenance, of one or more foot and carriage or railroad bridges across the Mississippi river, extending from such point or points to be selected as lie between the easterly and westerly boundaries of said city to a point or points on the opposite side of said river, now known as the Sixth ward of said city; that said bridge or bridges shall not interfere with the free navigation of said river beyond what is necessary in order to carry into effect the rights and privileges hereby granted, and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river, the cause may be tried before the Federal court of the United States in the district in which such bridge or bridges may be situated.

Sec. 2. That any bridge or bridges built under the provisions of this act may, by direction of said common council, be built as a draw-bridge, with a pivot or other form of draw, or with unbroken or continuous spans: *Provided*, That if said bridge or bridges shall be made with unbroken and continuous spans, it shall not be of less elevation in any case than fifty-five and one-half feet above extreme high water mark over the main channel of said river, as understood at the point of location, to the bottom chord of the bridge, nor shall the spans of said bridge or bridges give a clear width of water-way of less than two hundred and fifty feet, and the piers of said bridge or bridges shall be parallel with the current of said river, and the main span shall be over the main channel of the river and give a clear width of water-way of not less than three hundred feet. *And provided also*, That if any bridge or bridges built under this act shall be constructed as a draw-bridge, the same shall be constructed as a pivot draw bridge, with a draw over the main channel of the river at an accessible and the best navigable point, and with spans giving a clear width of water-way of not less than one hundred and sixty feet on each side of the central or pivot pier of the draw, and the next adjoining span or spans to the draw shall give a clear width of waterway of not less than two hundred and fifty feet, and said spans shall not be less than thirty feet above low water mark, and not less than ten feet above extreme high water mark, measuring to the bottom chord of the bridge or bridges, and the piers of said bridge or bridges shall be parallel with the current of the river where said bridge or bridges may be erected; *And provided also*, That said draw shall be opened promptly upon reasonable signal for the passage of boats, vessels or other craft: *Provided however*, That no bridge or bridges shall be built under the provisions of this act except there also be built at the time of the erection of the piers, proper sheer booms or other proper protection to safely guide boats, vessels, rafts, and other water crafts through said spans and at the expense of the city of St. Paul, or of the persons or corporation constructing, owning, or operating said bridge.

Sec. 3. That any bridge or bridges constructed under this act and according to its provisions and conditions shall be a lawful structure or structures, over which may be transmitted the mails, troops, and the munitions of war of the United States free of charge; and the United States shall have the right of way for a postal telegraph and telephone lines free of charge across said bridges, and may declare the same to be a postal route.

Sect 4. That the structure or structures herein authorized shall be built and located under and subject to such regulations for the security of navigation of said river as the secretary of war shall prescribe, not however to be in any wise inconsistent with any of the provisions or conditions of this act; and to secure that object the said common council shall submit to the secretary of war for his examination and approval a design and drawing of said bridge or bridges and other accessory works provided for in this act and a map of the location, giving for the space of one mile above and one mile below the proposed location, the topography of the banks of the river, the shore lines at high and low water, the direction and strength of the current at all stages, and the soundings, accurately showing the bed of the stream, the location of any other bridge or bridges, and shall furnish such other information as shall be required for a full and satisfactory understanding of the subject; and until the said plan or location of the bridge or bridges and the accessory works provided for in this act are approved by the secretary of war the bridge or bridges shall not be built; and should any change be made in the plan of said bridge or bridges during the process of construction, such change shall be subject to the approval of the secretary of war; and the said structure or structures shall be at all times so kept and managed as to offer reasonable and proper means for the passage of vessels through or under said structure or structures; and to secure the safe passage of vessels at night there shall be displayed at said bridge or bridges, from the hour of sunset to that of sunrise, such lights as may be prescribed by the secretary of war; and the said structure or structures shall be changed at the cost and expense of said city of St. Paul, from time to time as congress may direct, so as to preserve the free and convenient navigation of said river; and the authority to erect and continue said bridge or bridges shall be subject to revocation and modification by law whenever the public good shall, in the judgement of congress, so require, without any expense or charge to the United States.

Sec. 5. That it shall be the duty of the secretary of war, on satisfactory proof that a necessity exists therefor, to require the company or persons owning said bridge to cause such aids to the passage of said bridge to be constructed, placed and maintained, at their own cost and expense, in the form of booms, dikes, piers, or other suitable and proper structures for confining the flow of water to a permanent channel and for the guiding of rafts, steamboats, and other water-craft safely through the draw and raft-spans, as shall be specified in his order in that behalf; and on the failure of the company or persons aforesaid to make and establish such additional structures within a reasonable time, the said secretary shall proceed to cause the same to be built or made at the expense of the United States, and shall refer the matter without delay to the attorney general of the United States, whose duty it shall be to institute, in the name of the United States, proceedings in any circuit court of the United States in which such bridge, or any part thereof, is located, for the recovery of the cost thereof; and all moneys accruing from such proceedings shall be covered into the treasury of the United States.

Sec. 6. That the right to alter, amend, or repeal this act is hereby expressly reserved; and the right to acquire any changes in such structure, or its entire removal, at the expense of the owners thereof, when ever congress shall decide that the public interest requires it is also expressly reserved.

Approved July 5, 1884.

Illness of Ex-Alderman Fischer.

Ex-Alderman Louis Fischer, of the Third ward, residing at 80 West Seventh street, had a paralytic stroke at 2 o'clock Wednesday morning and lay unconsious until about the middle of Thursday afternoon, when he rallied for an hour or two and again sank into a comatose state early in the afternoon, in which state he was lying late last night. He is fifty-five years of age, a tailor by trade, and has been quite prominent in city politics in past years. Appearances indicate that his illness is fatal.

Cleveland and Hendricks Club.

This club will meet at Sherman hall next Monday evening the 25 inst., at 8 o'clock sharp. All those who intend to vote for Cleveland and Hendricks, are cordially invited to attend.

THE RAILROADS.

The Claim That the Northwestern and Wabash are no Longer in the Tripartite Combination.

It is the opinion among railroad men that the position taken by the Rock Island and Milwaukee & St. Paul roads regarding the Northwestern's withdrawal of its Sioux City & Pacific business from the Western Trunk Line association—that the Northwestern has thereby forfeited its membership in the association—is well taken, but they cannot see how the Wabash can be forced out of the association on account of the Northwestern's action. The Rock Island and Milwaukee & St. Paul people claim that the Northwestern and Wabash came in under the same supplemental agreement, and that if one violates it both will have to stand the consequences. Those who maintain these ideas quote from one of the supplemental agreements to sustain their position, and then go on to show from that the Northwestern is guilty of a palpable breach of the agreement. The purchase of the Sioux City & Pacific by the Northwestern, it is said, does not absolve it from its obligations, as it undertook to secure the approval of this contract which it made for itself and the Sioux City & Pacific. The terms of the contract, they say, secured to the Missouri Pacific 8 and the Chicago, St. Paul & Omaha 5 per cent. of the revenue which should be divided from traffic origmating at or destined to Council Bluffs, Omaha, and Papillion. The Northwestern and Wabash and the St. Paul & Omaha and Missouri Pacific agreed that these supplemental agreements should be ratified by their directors. The Northwestern and Wabash directors have done this, but the Missouri Pacific and St. Paul & Omaha division have not taken any action in this matter, and consequently it is claimed that the supplemental agreement has not been properly adopted, and all the roads above named which came in under the agreement can therefore no longer be regarded as members of the association, the agreement being now in effect only as far as the three original tripartite roads are concerned.

The Preliminary Skirmish.

[Chicago Times, 21.]

The first gun in what promises to be an eastern trunk-line passenger war has been fired, and if the hostilities are not at once checked passenger rates between Chicago and New York will soon go to pieces. The trunk-line passenger-pool contract provided that no commissions should be paid. The pool expired Aug. 1, and since that date, until within two or three days, the provisions of the old contract have been, by mutual agreement, carried out. The Lake Shore, Michigan Central, and New York Central have begun to pay commissions through a steamship agency on all tickets between Chicago and New York sold by the latter's agents, as the following circular issued to agents by Charles Kozminsk & Co., representing the Hamburg-American Packet company at Chicago, will indicate:

We are pleased to inform you that on and after this date (Aug. 15,) and until further notice, we will pay you a commission of $4 on first and second class railroad tickets from Chicago to New York, upon orders drawn on us.

Trusting that this liberal railroad commission, in addition to the steamship commission paid to you by us, will be the medium of greatly increasing your business for the Hamburg-American Packet company, and assuring you, et