ST. PAUL NEWS.

GERMAN C. C. SOCIETY.

The Members and Friends Ride "The Grand Rounds."

Visiting Minneapolis, Minnehaha Falls, and Fort Snelling.

The members of the North American German Catholic society, which has been in session here since last Sunday, yesterday took an excursion to Minneapolis, Minnehaha Falls and Fort Snelling. A large number of friends, including many ladies, accompanied the members. Arrangements had been perfected by the local committee on arrangements, and forty carriages, four busses, and numerous private buggies, were used to transport the excursionists.

At eight o'clock the members of the society and friends gathered at Pfeifer's hall, preparatory for starting to Minneapolis. Seats in the carriages had been assigned members before the gathering, and but little time was lost in making the necessary preparations for the trip. Before starting for Minneapolis, a drive was taken through the principal business streets of St. Paul, in order to give the visitors who had been unable to make an inspection of the business interests of the city some idea of its magnitude. The carriages were then driven to St. Anthony hill in order that the visitors might be able to examine the fine residences there. The journey was then made to Minneapolis, by the road which leads to the university, entering the latter city on University avenue south.

A committee of sixteen from the St. Boniface society, of Minneapolis, met the visitors at the city limits, and, after rearranging the line of the procession, which had become disarranged, proceeded to show the visitors the city. A drive was taken to Orth's brewery where refreshments had been ordered. On Second street north the procession passed St. Boniface's Catholic school, and the children attending were ranged on the sidewalk and greeted the visitors with cheers.

Leaving the brewery the carriages were driven through the business streets of the town. But little effort had been made to decorate any of the streets, and the Minneapolis committee on arrangements seemed to be the only persons in the city interested in the success of the excursion. The arch which had been erected for the Grand Army reunion, at the corner of Niccolet and Washington avenues, had been partially remodelled, and a few private houses personally occupied by German-Catholic families, had been decorated, but with these exceptions there was no demonstrations at all.

After the visitors had been driven through the streets of the city, which were almost impassable on account of the mud, they were driven to Schafer's South side park, Sixth street south, where an excellent lunch was served them. Two hours were spent here, the people present enjoying themselves as only Germans can. A number of the delegates, after lunch, visited St. Anthony's falls, and a few inspected one of the mills.

Leaving Minneapolis the carriages returned to St. Paul by way of Minnehaha and Fort Snelling. At the former place a short stop was made to enable the visitors to view the scenery, but the carriages did not stop at the latter place. It had previously been arranged to make an inspection of the fort, but for some reason it had been dropped from the programme. The excursionists returned to St. Paul at 6 o'clock, and were served with a lunch at Stahlman's brewery.

NO PARENTS, NO HOME.

And Only a Crime Could Bring Her to Christian Shelter.

There are few sights better calculated to kindle the spark of pity than the one presented in the police court yesterday morning. The bull pen was mostly filled with the ordinary run of common bums, but among the crowd was a young girl named Mary Coyne, who had been arrested on the charge of larceny. She is about eighteen or nineteen years of age, and when brought into the court room her attire consisted of a thin calico dress, beneath which the shrunken child's limbs could be seen. She was barefooted, and it seemed impossible that a city so rich and opulent in this world's goods as St. Paul should furnish such a poverty-stricken and woe-begone spectacle. She was charged with stealing a pair of shoes from the store of Nelson & Davis, on East Seventh street, and she said she was guilty. The court glanced at her shivering feet, for it was a chilly September morning, and asked her where she lived. She replyed nowhere; her mother and father were both dead and she had neither home, friends or money. The eye of the good judge glistened and his voice trembled with emotion as he talked to the wayward waif of humanity. Oh the power of pity; in that rude prisoners' dock filled with men whose vice and selfishness had brought them to grief, there were genuine tears shed, and if the recording angel had been looking down from the shining battlements of the great white throne, he must needs have given them a mark of credit on the balance of their lives.

After she had been sentenced to sixty days in the Shepherd's, for as the court thought, this is the best place for her, and the men had taken their shoe leather back, Clerk Fairchild called Gen. Shields to the front and saying that the girl must be provided with shoes, he gave the necessary money to purchase them with, and the poor child went away happy because her trouble had brought her friends which she had never dreamed of before.

How different was the case of Patrick McIntyre. He is a brutal fellow who gets drunk, goes home and whips his wife. On Wednesday night he abused her most shamefully and he was sent up for thirty days and put under bonds of $250 to keep the peace.

Joe Hartman, a dirty little man, was charged with working the free lunch racket too freely and he was sent out for ten days.

Edward Rose is as dark as nightshade and he is not a very sweet scented rose either. He was charged with putting a head on Martin, the keeper of the Monte Cristo place on Fifth street, and it cost him fifteen bills.

An Important Suit.

J. B. Brisbin is preparing papers to commence an action against the County of Ramsey and Auditor McCardy to enjoin the tax sale for delinquent taxes of the year 1883, as as to certain property. One of the grounds of objection is that no newspaper has been legally selected to publish the delinquent tax list. Secondly, there is in the figures designating the amount of tax, "no line or decimal mark separating the two right hand figures in the colums containing the amount of taxes and penalties, and total amount of judgment. There are other objections but these are regarded as the prominent ones. We heretofore adverted to the latter objection in an issue of the 9th of July. The first point it will be seen raises the regularity of the retention of this paper and the subsequent irregularity, as is claimed, in the retention of the duplicates by the auditor. Mr. B predicates his second objection in the case 26 Minn. p. 201.

Asking Divorce for Cruelty.

Nellie E. Gavin filed a complaint for divorce from Thomas F. Gavin, in the clerk's office of the district court yesterday. They were married at Chicago, October 9, 1877, she being thirty-five years of age and he twenty-nine, there being no children. On account of his cruelty and inhuman conduct, she had left his house at sundry times and returned again on his promise to be kind and faithful. In 1880 she could stand it no longer and left him for good, and since that time had supported herself. On the first day of January, 1883, he came to her place of abode in an intoxicated condition and made a demand on her which, owing to her condition, she refused, when he struck her a powerful blow in the face with his fist, and seeing what he had done exclaimed: "I wish I had killed you, and I will yet disfigure your face for life." The plaintiff prays for divorce and also to resume her maiden name of Nellie E. Taft.

HARVEST REPORTS

From Along the Lines of the St. Paul & Manitoba Railway.

CLEARWATER, Sept. 11.—No change.

Monticello—No change in crops; light frost last night.

Osseo—No change in crops.

Pelican Rapids—Weather clear and cool; threshing and stacking going on nicely.

Elizabeth—No change; weather clear and cool.

Fergus Falls—Weather during the past twenty-four hours partly cloudy and cool; no rain; threshing continues with good prospects; clear and pleasant this forenoon.

Grafton—Until 11 o'clock yesterday we had a light rain; this forenoon cloudy and cool; no harvesting done; very little wheat has come in yet; Those whohave threshed say the average per acre is far ahead of what was expected; The average will be about twenty-five bushels, while some parts will yield from forty to fifty bushels, which is not as good as last year; not much coming in yet.

Grandin—Weather during the past twenty-four hours cloudy, damp and cold; this forenoon cloudy and mild; threshing is going ahead in good shape; stacking will begin this forenoon.

Bathgate—Had a little rain last night; this morning, partly cloudy and cool; farmers will be able to get to work threshing this afternoon if the weather is favorable.

Minto—No threshing in this section yesterday, owing to the wet weather; farmers will be able to resume threshing this forenoon; cloudy and cool.

Hillsboro—Threshing begins again to-day; yesterday's rain will cause about a week more work; weather now clear and cool.

Neche—Weather past twenty-four hours has been cloudy and cool; a great part of the time it has been free from rain and looks this morning as though it would be a clear day; if so, threshing will go ahead again.

Larimore—It rained yesterday forenoon; in the afternoon it was cloudy and cool, but did not dry wheat enough so that it could be threshed; do not think any threshing will be done to-day; this morning clear and cool.

THE COURTS.

District Court.

DECISIONS FILED.

[By Judge Simons.]

Annie T. Dunn vs. the Burlington, Cedar Rapids & Northern Railway company; action to recover $10,000 damages for injuries received by a passenger train running from the track between Albert Lea and Minneapolis, on the night of February 12, 1884; order to make the complaint more definite and certain.

James S. Dunn vs. same railroad; action for $10,000 injuries received by wife and child in same accident, whereby the son was burned, made totally blind and crippled, and his wife made a confirmed invalid; order to make complaint more definite and certain.

COMPLAINTS FILED.

Nellie E. Gavin. vs. Thomas F. Gavin; action for divorce.

Peter Leclaire, vs. Wm. Piper and German American bank garnishee; action to recover $200 on a promissory note and interest.

ANSWER FILED.

Swen Johann Morten, a person of unsound mind, by his guardian, Herman Stockenstrom, vs. Andrew P. Morten; the answer denied that Johann Morten's mental faculties have been ordinarily good; that the value of his Kansas land exceeded $1,000 at the time defendant bought it, and gives general denial to the complaint excepting that he went to Kansas in the summer of 1880, via Des Moines, Iowa, where he attended a religious convention, and after visiting his brother, that the latter came to live with him the following September. The balance due defendant's brother on a note was $742.48, after $282.52 had been deducted from $1,000, paid him for his Kansas land.

Municipal Court.

(Before Judge Burr.)

D. Collins, nuisance, dismissed.
J. Peterson, drunkenness; fine of $5 paid.
E. Rose, disorderly; fine of $15 paid.
S. Chaplin, same; dismissed.
P. McIntyre, drunk and disorderly; thirty days.
J. Hartman, vagrancy; ten days.
P. Connor, same; five days.
D. McIntyre, same; sent out of town.
Mary Coyne, larceny; sixty days.
M. Sheiber, disorderly; fine of $10 paid.
L. F. Christian, obstructing street; continued to the 12th.

Real Estate and Building.

The following transfers of real estate by warrantee deed were yesterday filed in the register's office for this county:

C N Nelson Lumber Co to Benj F McIver, 13 lots in block 5, Nelson's addition, $3,850.

Ed J Meier to Mary Dillon, lot 28, block 17, Mackubin & Marshall's addition, $950.

Carl I Lof to K Andreson, one-half of lot 4, block 3, Hill's addition, $600.

Chas Davidson to John M Lynch, lots 10 and 11, block 7, Hitchcock's addition, $800.

John Q Adams to Joseph H Morong, lots 18, 19 and 20, block 2, Watson's addition, $825.

D B Collingwood to F J E Kellogg, north half of lot 12, block 3, Woodland Park addition, $1,200.

E B Flint to H Hall, $11,035.

T B Marrett et al to E Larson, parcel of land in Dayton & Irvine's addition, lot 18, block 10, Eastville Heights addition, $145.

BUILDING PERMITS.

The following building permits were issued yesterday by Building Inspector Johnson:

S. Williams, one story frame woodshed, corner of Winnipeg and Sylvan streets, $10.

Chas. P. Noyes, one story framed welling, on westside of Virginia avenue, between Thomas and Lafond streets, $500.

Alfred Perkins, one and a half story frame barn, on north side of Conway, between Arcade and Mendota streets, $50.

C. E. Plummer, two story frame dwelling, on north side of Nelson avenue, between Lewis street and Farmington avenue, $3,200.

P. W. Dowd, one and a half story frame dwelling and store, on south side of Reaney street, between Frank and Earl streets, $800.

Emanuel Johnson, one story frame dwelling, on north side of Lewis, between Walsh and Weide streets, $75.

Henry Smaus, one and a half story frame butcher shop, on east side of Jackson, between Thirteenth and Fourteenth streets, $500.

W. A. Lika, one story frame butcher shop, on south side of Beech, between Forest and Mendota streets, $350.

Martin Kappe, one story frame dwelling, on south side of Armstrong, between Victoria and View streets, $100.

Joseph Liesenck, one story frame dwelling, on south side of Armstrong, between Victoria and View streets, $200.

E. O'Leary, one and a half story frame stable, on south side of Fairfield avenue, between Eaton and Plato streets, $75.

A Unique Case.

Yesterday afternoon a warrant was sworn out by Dr. Davenport for the arrest of Dr. T. J. Pierce, who is charged with having wrongfully, unlawfully and feloniously engaged in the practice of medicine without complying with the provisions of an act of the legislature requiring a certificate from the state board of examiners.

The case is the first of the kind ever raised in St. Paul, and as it involves the validity of the statute in question it will attract widespread attention and interest throughout the state. The case is expected to come before the municipal court to-day.

It is understood that Dr. Pierce applied to the state medical board of examiners for a certificate was refused and that he subsequently appealed to the regents of the state university. No decision has yet been made by the latter and the suit is brought under the state law which is in full force pending the decision.

Incorporations.

Amended articles of incorporation were filed with the Secretary of State yesterday, of the Columbia Building and Loan Society, of St. Paul, by A. M. Berlandi, president and Edward R. Bryant, secretary, viz.: That all the officers shall be elected by ballot annually on the first Monday after the fourth Saturday in October of each year, at which time the annual meeting shall be held, and that the highest indebtedness or liability shall be limited to $20,000.

The daughter of Mr. James R. Hatcher, of Clair View, Inverell, N. S. W., Australia, was for months unable to speak. Her case was given up by the physician, and her father writes, that one application of St. Jacobs Oil, the great pain cure, restored her speech.

Stoberling Bros.' flouring mill, at Akron, O., was struck by lightning and unroofed by wind yesterday, causing a loss of $25,000.

ELEVATED RAILWAY.

Incorporation of the St. Paul & Minneapolis Elevated Railway Company.

One of the Coming Roads to Cross the River on a Double-Track Iron Bridge.

Increase in Traffic, Land Sales and Profits of the Northern Pacific.

Continued Large Movement of Cattle—General Rail and River News.

Notes From the Forthcoming Annual Report of the Northern Pacific.

The annual report of the Northern Pacific railroad is parly written and has been considered by the directors. It is a short and businesslike document which explains the actual condition of the company's affairs. According to the document the road is in excellent condition and the promise for the future is bright. Work on the Cascade division is progressing rapidly, and at the end of the year it is expected that seventy-one miles of road will remain to be built to finish the road to Puget's Sound. As to this year, the report shows that the business has fully met the expectations of the most sanguine friends of the road. The net earnings are fully up to the estimates, and the report shows a surplus of upwards of $1,000,000 after paying all charges. This really belongs to the preferred stockholders, who are entitled to all earnings, after the interest charges are paid, but it was thought wise by the board to keep the money on hand. The land sales reported for the year amount to $2,400,000, nearly one half of which is applicable to the retirement of the preferred stock. The lease of the Oregon Railway and Navigation company is not recommended, as that company demands too heavy a guarantee from the Northern Pacific, and President Harris and a number of the officials of the Western Pacific company have made a thorough examination of the Oregon company's property this summer. The Northern Pacific people estimated the value of that property at about $25,000,000, while the Bostonians who own the Oregon company claim it to be worth a little less than $40,000,000. There are no fears that the Union Pacific will get hold of the Oregon company, as the company cannot be leased on account of an injunction. It is rumored that the Oregon & Transcontinental will ask for representation in the board of directors of the Northern Pacific at the annual election next week.

St. Paul and Minneapolis Elevated Railroad.

Articles of incorporation were filed with the secretary of state yesterday of the St. Paul & Minneapolis Elevated Railroad company, to construct, maintain and operate a railroad with one or more tracks, and all necessary or convenient spurs or lateral tracks, siding and appurtenances, from some point in St. Paul to some point in Minneapolis, upon such route, elevated or upon ground, or both, as may be deemed feasible. The commencement of said corporation dates May 11, 1884, for a continuation of fifty years, and the principal place of business is to be at St. Paul. The capital stock is placed at $3,000,000, divided into 30,000 shares of $100 each, to be paid in as called for by the board of directors or as may be otherwise agreed upon in any contract, for the sale of the stock, or any part thereof, and may be divided into preferred stock, and may be issued upon such terms and conditions as the board of directors may determine. The highest amount of indebtedness is limited to two-thirds the amount of the capital stock. The incorporators are Stephen G. Ober, Robert P. Ober, James H. Drake, Wm. F. Davidson, Eugene A. Hendrickson and John Gilman, of St. Paul; Joel E. Bassett and James McMullen, of Minneapolis, and Norman B. Sherwood, of Saratoga, New York, and with the exception of Robert P. Ober the same constitute the first board of directors.

Annual Report of the Milwaukee, Lake Shore & Western.

The Milwaukee, Lake Shore & Western Railway company has rendered its annual report for the year ending June 30, last, to Railroad Commissioner Haugen. The total income of the line was $1,115,432.55, and the operating expenses $701,430.05. Excess of income over operating expenses, $414,002.49. Taxes, $11,509.38; rentals, $10,912.64; interest on funded debt and income bonds, $287,600.49; total of taxes and interest, $299,109.82; difference between the excess of income over operating expenses and the total of taxes and interest, $114,892.67. The total earnings of the passenger department were $354,440.05, and of the freight department $734,274.91. During tho year $832,419.19 was expended in construction and equipment, and the total cost of the entire line to date was $12,284,931.66. On the whole line the cost of the road per mile was $31,046.07. Tue total number of passengers carried was 268,451; tetal freight, 939,505 tons. The net earnings per mile were $1,031.77r The compauy owns forty-five locomotives, twenty-three passenger cars, ten baggage, mail and express cars, four parlor or sleeping cars, 1,578 freight cars, and fifteen other cars. During the year thirteen persons were injured and none killed.

Wisconsin, Minnesota & Pacific Railway Company.

A mortgage or deed of trust was filed by the Wisconsin, Minnesota & Pacific Railway company yesterday with the secretary of state to the Metropolitan Trust company, of New York city, to secure first mortgage bonds to the amount of $20,000 on each mile of constructed and equipped line, said bonds not to exceed $3,000,000 in the aggregate. The number of miles already constructed is sixty-six miles, from Red Wing via Cannon Falls and Faribault to a junction with the Minneapolis & St. Louis road at Waterville, and it is proposed to proceed with the construction of the remaining portion of the main line from Waterville northwesterly to a point at or west of Gaylord, on the Pacific division of the Minneapolis & St. Louis railway, westerly to Morton, and then westerly to such points in Dakota as may be determined upon.

Ticket Broker's Allowance.

NEW YORK, Sept. 11.—Some trunk lines have recently increased the allowance of ticket brokers until now some of them are paying a commission of $6 on Chicago tickets. Lackawanna professes to draw the line at $3.25. The agent of this line says that if the several trunk line companies do not soon come to some arrangement to discard scalpers altogether, they might as well close their own offices; which at present are doing no business. The Pennsylvania persists in having nothing to do with the brokers, but it is said they have engaged in their service numbers of salesmen in dry goods stores all over the city, who receive an allowance for supplying their customers with coupons entitling them to $2 on Chicago tickets for $16.

Will Not Be Removed.

OMAHA, Sept. 11.—General Traffic Manager Kimbal, of the Union Pacific, authorizes the denial of the rumor that J. W. Morse, General passenger agent, and P. P. Shelby, general freight agent, are to be removed.

Rail Notes.

A. L. Mohler, general freight agent of the St. Paul & Manitoba road, has gone to Devils Lake.

All the trains were on time yesterday, which indicates that the wash outs are all repaired.

The Taylors Falls branch of the St. Paul & Omaha road is all right, and trains are coming over it on regular time.

A. C. Bird, general freight agent of the St. Paul & Milwaukee road, who has been in St. Paul for some days, left yesterday for Milwaukee.

Gen. Scott, of Minneapolis, the gentlemanly representative of the ticket department of the St. Paul & Milwaukee road, was in St. Paul yesterday.

Mr. Whitman, general superintendent of the St. Paul & Omaha line, has gone to Chippewa Falls to look after the interests of the road at that point during the trouble with the water.

C. H. Warren, general passenger agent of the St. Paul & Manitoba road, has gone to Boston to attend the meeting of the National Association of General Passenger agents on the 16th.

O. F. Briggs has been appointed general manager of the Chicago, St. Paul & Omaha road at Minneapolis as successor of Mr. B. Campbell. The change is to take effect on the 16th.

Twenty-one cars of cattle, from the Murphy Cattle company, consigned to Murphy Bros., Chicago, were shipped from Miles City over the Northern Pacific; and on the 10th nineteen cars more were shipped from the same place to the same consignee.

The Milwaukee & St. Paul earnings for the first week in September decreased $25,744; those of the Northwestern, $35,500; those of the St. Paul & Omaha increased $5,600; those of the Northern Pacific, $114,885. The earnings of the Contral Pacific for the month of August fell off $185,627.

James Walsh, general manager of the Chicago & Western Indiana railroad, has resigned. His successor has been named in the person of John B. Carson, general manager of the Louisville, New Albany & Chicago. Mr. Walsh has been identified with Chicago in railway circles for nearly a quarter of a century.

The new road that is coming into West St. Paul is to cross the river on an iron bridge, the plan of which is being prepared in St. Louis. It will be a double track bridge with a draw span, and about ten feet above the water. It is proposed to begin work on the bridge as soon as the ice is of sufficient thickness to warrant.

Mr. W. M. Sage, general freight agent of the Chicago, Milwaukee & St. Paul railway, announces that hereafter the following minimum weights on shipments of hay in carloads will apply: In cars twenty-eight feet and under in length, inside measurement, minimum weight, 18,000 pounds; in cars over twenty-eight feet in length, inside measurement, minimum weight, 20,000 pounds.

The following have just been elected directors of the Nashville, Chatanooga & St. Louis railway: G. M. Fogg, J.W. Childress, A. H. Robinson, J. W. Thomas, Thomas C. Whiteside, Edw. T. Jordan, M. H. Smith, T. W. Evans, George A. Washington, Henry Earle, A. S. Collyar, J. H. Inman, I.T.Rhea, J. G. Aydellot, and E. H. Stahlman. J. W. Thomas was elected president in place of James D. Porter.

It is rumored in railroad circles at St. Louis that George W. Lilley, general freight agent of the Missouri Pacific, will soon be made general eastern agent of that road, in place of S. G. Eddy, recently resigned, and that S. K. Libby, late general freight agent of the Memphis & Little Rock road, will succeed him at St. Louis. Also, that H. C. Townsend, general passenger agent, may be sent east as general eastern passenger agent. It is stated that the Missouri Pacific intends to give special attention to eastern business in the future, and is preparing thoroughly to cover that field.

The annual report of the Central Iowa Railway company to the railroad and warehouse commission for the year ending June 30 shows the capital stock to be $19,000,000; total liabilities, $18,603,400; funded debt, $8,577,000; miles of track, 554.41; number of employes, 1,142; amount paid employes, $650,618; receipts from passenger traffic, $305,590; from freight, $1,139,482; from other sources, $33,382; total income, $1,478,465; operating expenses, $1,006,237; taxes, $55,986; net income over operating expenses and taxes, $416,231; deficit, $13,136; number killed, 5; injured 25.

Some of the friends of Mr. J. J. Hill, president of the St. Paul & Manitoba road, took occasion Wednesday evening to present that gentlemen with a solid silver placque, set on a frame work of oak, covered with red plush, and so arranged that it can be closed and locked, concealing and protecting the plate. The latter is oval in shape, and about 2½x2 feet in size, with a finely engraved view of the great stone bridge across the Mississippi. Various other designs are also engraved on the plate, rendering it highly ornamental. The presentation was made on account of the completion of the bridge.

The River.

The river is rising at this point, and now stands at four feet, six inches.

The St. Paul will be the steamer for St. Louis, at 10 a. m., next Monday.

The Pittsburgh, of the Diamond Jo line, will arrive this evening, and will leave tomorrow morning at 10 o'clock.

The Sovereigns.

The Sovereign Grand Lodge, I. O. O. F., of the United States, are to hold their sixteenth annual convention at Minneapolis, commencing next Monday and continuing through the week. The delegates from the eastern and southern states, having collected at Chicago as per arrangement, left that city on a special train on the Milwaukee road at 9 o'clock last evening, and will arrive at La Crosse at 7 o'clock this morning, where they will be met by a large number of prominent Minnesotoans of that order and accompanied to Minneapolis. The special will arrive at Winona at 9 a. m., where a stop of three hours will be made, the visitors will be the guests of the Winona Odd Fellows, shown over the city in carriages and banqueted. The lodges at Wabashaw, Lake City, Red Wing, Hastings and St. Paul will be present at the respective depots to give the visitors welcome and they are expected to arrive in this city about 5 p. m. On Saturday the delegates and their guests will participate in a picnic to be given at Lake Minnetonka. It has been arranged for the delegates to visit St. Paul on Tuesday, to hold welcoming exercises on that afternoon in Market hall, and to give them a banquet at the Merchants that evening.

Looking up Plans.

The directors of the Protestant orphan asylum, of this city, located near the river bank on West Third street, of which Mrs. Horace Thompson is president, and accommodating forty children, are instituting inquiries in view of increasing its accommodations and looking up plans for a new and more spacious structure. Secretary H. H. Hart, of the state board of corrections and charities, just returned from a three week's visit to Ohio, examined several institutions of the kind in that state, and conferred with Hon. Joseph Perkins, of Cleveland, who has made a careful study of these institutions, at the request of Mrs. Thompson, and in the interest of a new asylum in this city. Mr. Hart during his absence also visited the Ohio school for imbeciles, having accommodations for 700 pupils, and the model of its kind in this country.

Plymouth Church.

It was announced Wednesday evening at Plymouth church, midweek service, that there would probably be no service next Sabbath. The church will not be ready for occupancy, so the "opening" has been set down for Sunday week, September 21. Meanwhile the Central Baptist and Park Congregational churches both invited the Plymouth people and their pastor to unite in worship with them. Others have expressed the desire that another service might be held in the Opera house; the one there on the last Sabbath was greatly enjoyed, and would undoubtedly attract a yet larger audience. But it seems improbable that this will be done, unless the house can be obtained in the same generous way it was a week ago.

☞ A HAPPY THOUGHT.—Diamond Dyes are so perfect and so beautiful that it is a pleasure to use them. Equally good for dark or light colors. 10c at druggists. Wells, Richardson & Co., Burlington, Vt. Sample Card, 32 colors, and book of directions for 2c stamp.

STILLWATER NEWS.

THE GLOBE AT STILLWATER.

The GLOBE has established a permanent office in the city of Stillwater, in charge of Mr. Peter Begg, who takes the management of the business interests of the paper, its city circulation, correspondence, etc. Communications of local news and all matter for publication may be left at the Stillwater GLOBE office, 110 Main street, Excelsior block, up stairs, or may be addressed to Peter Begg, P. O. box 1034, and will receive prompt attention.

Stillwater Notes.

Schuttenburg has got back, but his new goods arrived before him.

There will be an official meeting at the M. E. church on Saturday night.

The steamer Penn Wright will take a raft out of Lynxville bay to-day for Muscatine.

The water is rising rapidly in the lake, it is now over four feet above low water mark.

The steamer Bro. Jonathan arrived in port yesterday and left for the south with a raft.

The Hon. C. Anderson and Mr. W. R. Maxwell, of Grantsburg, Wis., were in the city yesterday.

David Tozer was a loser by the cyclone, his granary and barn east of Cornelian lake being blown down and damaged.

Mr. D. M. Delaney, lumberman of Hannibal, Mo., and W. H. Day, of Dubuque, Ia., are stopping at the Sawyer House.

Yesterday afternoon the streets were very quiet, the stores were shut, the clerks and everyone else being up to the fair.

The Rev. McClary is to lecture this evening at the Thirteenth avenue M. E. church, Minneapolis, on "Sunshine and Labor."

Clayburg, the Chicago man, who has leased Mr. Isaac Staples' old store, has arrived, and his goods will shortly be on hand.

Mr. and Mrs. Frank Berry were remembered by their friends on the anniversary of their fifth marriage day, receiving souvenirs.

Jos. Zimmerman, Guttensburg, Ia., and M. W. Dupuis, of Dupuis Bros., Savannah, Ill., lumber dealers, were in the city yesterday.

The steamer David Bronson will leave Reads to-morrow morning with a raft for Muscatine. She will not come to Stillwater this trip.

A brilliant meteor was seen in the northern heavens on Wednesday evening. It had a pale light, similar to that of the electric light, but no noise was heard as it fell.

We regret to learn that Geo. Rutherford, who was injured in the cyclone on Tuesday afternoon has not recovered consciousness. It is not known whether he will recover or not.

Every business place, as well as the schools, were kept well shut yesterday afternoon. It was the strictest kept holiday we have seen in any city. They all went to the fair, so that private trading through back doors could not be transacted.

Pat Keefe, formerly a resident, and well known here, who is in the Oregon state prison for manslaughter, was committed by the federal and not the state authorities, so the murder could not have been committed in Oregon, but either in Alaska or on the sea. A letter received does not cast any light upon the case.

Mr. Samuel Judd, when at Pat Whilan's on Wednesday viewing the wreck of his house, told Mr. Whilan to send for all the lumber he wanted from the mill at Marine, and pay for it when he got ready. This was a very liberal offer on the part of Mr. Judd, but it is only what might be expected from one of his stamp.

At the municipal court yesterday very little business was done. James Kearney was drunk and abusive to an officer, and he was fined $20, but on taking the pledge he was allowed to depart. A couple of cases, one for disturbing the peace and the other for peddling without a license, had sentences suspended.

The Rev. I. McClary, who was at Mahtomedi yesterday reports things badly demoralized there. The cyclone swept along the northeast shore of the lake, breaking down the trees, tearing in pieces some tents that were standing, and blowing down the doors of the amphitheater. Mr. Dingle's boat, the Catamaran, was sunk at the wharf, and things are in a disordered state generally.

Our lumbermen at last have got a meeting with Commissioner Bogue, the pool arbitrator, in reference to the discriminating rates charged on the carrying of lumber from this section to Omaha, the rates from Chicago although a longer distance being much less. Yesterday Messrs. Durant, Nelson, Brown, Hospes and D. Tozer went to Minneapolis to discuss the rates. It is hoped they will secure the needed redress.

Yesterday Mayor Mathews sent out a couple of men to visit the district visited by the cyclone, and find out any cases requiring aid. Should aid be required, a special meeting of the council will be called to take steps leading to assistance. A meeting of citizens will also be called, and the leading citizens of the city will take the matter in hand. Our citizens are liberal in cases that require relief, and in this instance they will be more ready to give as they were so near being the sufferers themselves.

There was quite a stir at the Sawyer house last evening at the supper table. There was one of our young city gentleman at a table eating his supper when there came in three strangers who sat down at the same table with him, who began talking about some one they did not know, using language unbecoming gentlemen, and they were much surprised to find that the party they were talking about was sitting at the table with them, as he informed them who he was and said he would see them after supper. This he did, and told them in very plain language what he thought of them and intimated that a good cowhiding was the best thing for them, but, as he did not wish to disgrace strangers in a strange city, he would let them off. We do not wish to publish any names, but we will say that strangers are sometimes too fresh about whom they talk in a strange place, thereby catching a Tarter, and we would advise the (men), (not gentlemen), that Stillwater boys will stand no nonsense.

Washington County Fair.

A finer day could not be had than yesterday for the holding of the Washington county fair, and the prospects are, notwithstanding the inauspicious opening, the fair will be a complete success. The weather appears to be settled down, and to-day and to-morrow will give the fair three good days. On to-morrow, Saturday, the Wednesday programme will be presented, and in addition there will be a number of special features and attractions, and not inferior to yesterday or to-day's enjoyment. The people on foot, in carriages or on horseback, began at an early hour to wind their way from the city towards the fair grounds, and about one o'clock in the afternoon the roads leading in that direction were almost impassible on account of the throngs. By 2 o'clock there was a perfect jam on the ground, especially in the neighborhood of the grand stand, which was filled to almost its utmost seating capacity. Along the fences, both on the outside and inside of the track, the people were many deep, and outside of them were any number of carriages. The people could be numbered by thousands, and the directors and officers were simply feeling good.

The great attraction was the race, and as the track was in good condition, considering the rain on Monday and Tuesday nights, but by this morning it will be in as good a condition as it ever was. It was not yesterday, by any means, a slow track, as the records below show.

The judges were at work yesterday, but they are far behind in their work, which should have been completed on Wednesday evening at the latest, so that the names could have been given to the public before the fair closed. Only one book was partly completed yesterday afternoon, that of horses, the awards for which we publish, except the driving horses, the books for which were not returned. As the office of the secretary is on the grounds it makes it about impossible for a reporter to get up and down to the grounds, catch trains and do his work on time.

Everything looks brighter and more complete than on Wednesday, and the visitors were closely examing what was to be seen. In the Floral hall there have been a few additions, especially in the ladies department, which, although a small collection, is complete. There should have been a much larger exhibit, and the ladies have not taken the interest in the fair that they should. We know that many of them have articles, lately made, that would do credit to any exhibition, as the ladies in this city are noted throughout the state for embroidering and other fancy work.

The cattle were judged yesterday, and Mr. Smith, who owns the fine display of Holstein cattle, not Jim Hill, deserves credit for the fine display made. The animals are most valuable ones, and as milk and beef producers they have few equals. Mr. Brown, of Brownsdale, also made a very fine display, and with these two exceptions, the display was meagre. Jim Hill, on account of the wet weather, did not send any stock, although he had entered several herds. He does not compete for prizes, but puts his stock only on exhibition.

The sheep and hogs, although few, were up to the average, but more pride should be taken by the farmers in raising the very best that can be got of these two profitable kinds of animals. The very best care should be taken of them, and they will prove themselves a certain road to wealth.

The display of horses in the ring was very fair, and the entries large. There were some choice animals shown. Mr. Isaac Staples had the largest number of entries and carried off the the majority of the prizes. His stallion and brood mares with three colts were very valuable, and some of them would be hard to excel.

The display of poultry is small and of medium merit. There should have been many more, as they could be easily taken to the fair and home. A greater love for the feathered favorites should be engendered, as they are as profitable as anything that can be kept on a farm.

LIST OF PRIZES.

The following is a list of the prizes so far made up, and we trust in to-morrow's issue to have complete returns:

HORSES—NORMANS.

Stallion—Wm. Elliot, Stillwater, first, $10; White & Lewis, Warren, second, $5.

CLYDESDALES.

Stallion—Isaac Staples, Stillwater, first, $10.

ROADSTERS.

Stallion, four years old and over—Isaac Staples, first; same, second.

Mare, with three colts—Isaac Staples, first; same, second.

Three year old gelding—Isaac Staples, diploma; same, second.

Three year old filly—Isaac Staples, first; same, second.

Two year old filly—Isaac Staples, first.

One year old filly—Isaac Staples, first and second.

FOR ALL WORK.

Year old filly—Jas. Rutherford, Stillwater, first.

Colt, three years old, Jas. Rutherford, Stillwater, first.

Aged stallion—J. W. Wheeler, Stillwater, first.

Mare with colt—E. R. Jones, Stillwater, first.

Three year old stallion—Jas. Middleton, Stillwater, first; Stephen Powell, second.

Three year old filly—H. J. Crane, Woodbury, first.

Year old filly—J. N. Fairbanks, Stillwater, second.

Mare, aged—J. H. Fairbanks, Stillwater, second.

Two year old filly—J. W. Wheeler, Stillwater, first.

The Fair Races.

The crowd that witnessed the races at Lily Lake park yesterday afternoon was one of the largest ever gathered there. No day better suited for racing could have been selected. The sky was cloudless and the breezes were lamblike. The track, however, was a trifle heavy and the time made shows some of the effects of this. The several events, although decided in three straight heats for the winner of each, were nevertheless spirited and closely contested. Commodore Kittson's Gem was in good form and won the free-for-all pacing race without breaking in a single heat, Lulu Judd was in better condition than at Minneapolis and did not break down in the home stretch as she did there. She had to do some rapid traveling in the 2:29 class, but she proved amply equal to the emergency and got her nose under the wire first in every heat without the application of the whip. John Splan was the driver of both the winners. Isaac Staples' Gov. Neptune was an easy winner of the mile dash. The horse was ridden by a stripling of a boy, and the spectators were put in an uncomfortable state of excitement by seeing the girth of his saddle break just as the horses were passing under the wire at the start. Everybody expected to see the lad killed before making the circuit, but he came around all right, and then the people discovered the reason for his safety in the fact that the saddle had been double girthed, one of the girths remaining intact. The foot race was contested by five men, Bob Welch winning handily in eleven seconds. All in all, the racing programme was a complete success, and the audience went away well pleased with the day's sports.

2:29 CLASS.

The first race, the 2:29 trot, was called at 2:30. Namouna drew the pole, Zig was second and Lulu Judd outside. Namouna was driven by E. A. Parker, Zig by Spencer and Lulu Judd by Splan. Starter McKusick sent the horses away at the second scoring. Zig got in the lead before the quarter was reached, and kept well ahead of the others to the stretch, where he broke and Lulu went to the front and won the heat. Zig was second and Namouna third. Time, 2:32.

SECOND HEAT.

After scoring half a dozen times the horses were sent away. At the turn Lulu was leading, but Zig was close up and the two were neck and neck at the quarter. From this point the two made a pretty race to the three-quarters, Lulu having a slight advantage. In the stretch Zig broke and fell back. Namouna had been trailing all the way, but was forced into a terrific pace and rapidly came up. At the distance the horses were going level and almost together. Lulu passed under the wire first, Zig second, a length behind, and Namouna last. Time, 2:28¼.

THIRD HEAT.

Lulu Judd led from the start and was never pushed. Zig broke at the turn and Namouna came up to second place. At the half, however, Zig had put Namouna to the rear, and the three came in in this order. Lulu's time was 2:29.

SUMMARY.

Trotting, 2:29 class, purse $250.

A. Rohrback's blk. m. Lulu Judd	1	1	1
Isaac Staples' b. g. Zig	2	2	2
E. A. Parker's br. m. Namouna	3	3	3
W. N. Johnson's b. g. Thornless	Drawn.		

Time, 2:32, 2:28¼, 2:29.

FREE-FOR-ALL PACING RACE.

In the pacing race Mike Wilkes drew the pole, Gem got second place, Fritz third and Sailor Boy fourth. The horses spent considerable time scoring, Gem insisting on running. At the fifth attempt they were sent away. At the turn Gem pushed her nose ahead, and at the quarter pole she had a length the advantage of Mike Wilkes, Sailor Boy third and Fritz well back. At the half Gem had a winning lead, Sailor Boy had pushed up to second place, and Mike Wilkes was half a length back. At the three quarters Mike Wilkes began running and kept it up pretty steadily to the wire. Fritz