

ST. PAUL NEWS.

INTENSE INTEREST

To See the Crowd Arrested at the European Hotel.

They Deposited their Shelves, and Went on Their Way Rejoicing.

Wyman, Who Participated in a Fight in His Saloon, Put Under Bail of \$750.

Stand back, stand back," shouted Baliff Clouse, as he struggled and puffed through the crowd at the police court yesterday morning, and it was not until he was reinforced by Gen. Shields that a passage way was made to the bull pen.

At the regular meeting of the board of public works, yesterday afternoon, all the members were present and Mr. Farrington presiding the following business was transacted:

The following bids were received for grading Temperance street from Tenth to Thirtieth streets, at an estimated cost of \$1,100: Jas. Murran, \$1,110; Peter Tautoh, \$929; P. H. Thornton, \$906; Chas. T. Huebner, \$926; Patrick Nash, \$1,500. Awarded to Peter Tautoh.

The assessment for grading Winnifred street from Goffe street to Ohio street, and Starkey street from East Delos street to Leevee was completed and the clerk authorized to give confirmation notice.

The matter of the assessment for the widening, opening and straightening of Madison street from Grove street to Nash street was adjourned to Oct. 13.

The request of property owners on Locust street, that Contractor Nash be paid \$440 condemned to the city for failing to finish a grading contract on that street within a certain time, was referred to the engineer for a report.

The communication of property owners on East Fifth street, between Maria and Hoffman avenues, complaining of washouts by the late rains of the wooden gutter in the center of said street and asking that said gutter be substituted with a similar structure of masonry, was referred to the engineer for a report.

John W. Enright, Eugene Irvine, Christ Schrott, Moses Southard and L. M. Boreas, a committee appointed at the meeting of property owners proposed to be assessed for the grading of Winnifred street, held September 14, presented to the board the following resolutions passed at that meeting, which were placed on file.

WHEREAS, The board of public works of the city of St. Paul in making an assessment for the grading of Winnifred and Starkey streets in said city, proposing to assess a portion of the expense of said grading upon property fronting upon streets other than those so being graded, which property will also have to be assessed for the grading of the streets upon which it fronts, and is not specially benefited by reason of said grading of Winnifred and Starkey streets.

Resolved, That any assessment upon such property not abutting on said Winnifred and Starkey streets, for the grading of either of said streets, will be an unjust exaction; and in many instances will operate as a great burden upon persons fully able to bear the same, and the property owners affected by such proposed action do hereby respectfully object to any such action as is proposed by your honorable body.

It was directed that the council be asked to annul action on the report of the board on the Mississippi change of grade between Pennsylvania avenue and Minneapolis street, and send the board a new preliminary order in the matter.

The communication of the engineer relating to the tearing down of a 150 feet stone wall on the south side of Fifth street, between Wabash and Cedar street, in order to lay a stone walk, which the contractor has commenced to do, was voted to be sent to the council, the engineer being instructed to stop the work until its decision was made in the matter. The wall above mentioned is built up on the property occupied by the Ramsey county jail yard. Wm. Barrett and J. Terry voted against referring this matter to the council, because the contractor was present, and stated he should hold the city liable for any delay caused him in this matter, and because of the statement of the city attorney, also present, that the city would be liable to the sub-contractor for any damage thus incurred, by him by reason of such delay. The minority further states that they would much prefer that all persons and corporations should construct their own sidewalks, whether of wood or concrete, and that the city should not be under the circumstances they cannot or need to the council action, which if carried out, may, as the city attorney advises the board, and as we believe, involve the city in litigation.

Estimates were approved to the amount of \$94,987.25.

The communication of the engineer in reference to the matter of grading Canada street, stating that curbing could not be obtained for the street before December 1, 1884, and that the contractor had been notified by bids for grading this street be delayed to January 1, 1885, and the work be done early next season, was referred to the council with the approval of the board, and their concurrence asked as to the date of letting the contract.

The clerk was directed to send to the council the petition of the property holders asking to have Mt. Airy street grading delayed, together with the amount of excavation made by private parties, a justification of the board in denying the request of putting the work under contract.

The engineer was instructed to make a report to the board showing the difference between the cost per foot of laying Berea and Euclid sidewalks, and the bids as received by the board at the time of letting the annual contract last spring for the laying of these walks.

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BOARD OF PUBLIC WORKS.

Grading Contract Let—Winnifred and Starkey Street Grading Assessed—Confirmed—Nearly \$100,000 Estimates Approved, Etc.

The principal place of business is to be at Moorhead, and the corporation is to commence Sept. 15, 1884, for a continuance of fifty years. The capital stock is placed at \$5,000,000, divided into 50,000 shares of \$100 each, to be paid in at the order of the directors. The highest amount of indebtedness is limited to \$1,000,000, and the total capital stock. The first officers are Frank I. Burnham, president; Frederick E. Briggs, secretary; Patrick H. Lamb, treasurer; and Frank A. Burnham, Frederick E. Briggs, Thomas C. Kurtz, Andrew Hales, William Davy, Erick Hansen, Renaldo R. Briggs and William J. Bodkin, directors.

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THE RAILROADS.

Chicago, Sept. 15.—The general committee of railroad managers, composed of Messrs. Hught, Potter, Kimball, Robinson, McMillan and Cable, to which was referred the problem by which the differences now existing between the western lines could be adjusted, held an all day session here to-day.

The solution of the present difficulty was supposed to rest upon the dissolution or continuation of the tripartite pool, out of the organization of which the present condition of affairs is supposed to have sprung. One of the prerogatives of the tripartite agreement is that the roads east of the Missouri river shall make all through rates to Colorado and California points. When asked to join in the formation of the trans-Missouri pool, the Atchison, Topka & Santa Fe declined to do so long as the tripartite or the power given roads in it east of the Missouri river was allowed to continue. At to-day's session the continuance of the tripartite was discussed. A plan was proposed, however, which was adopted unanimously, and which will be reported to the general meeting to-morrow. The plan is in the rough, and was not even placed in the form of a resolution. It proposes the formation of four pools, two east and two west of the Missouri river. The former to include all Omaha and southwestern lines, and the latter to include the Burlington, Santa Fe and Union Pacific roads. It is provided that there shall be four commissioners, one from each pool, to act as an advisory capacity. The proposition by the Union Pacific and Rock Island to recognize the tripartite pool was opposed by the Burlington, Northwestern and Santa Fe, and the matter was dropped without action. As to the probability of getting up the plan outlined at the general meeting to-morrow is a matter of considerable doubt, owing to the failure to take any definite action as the continuance of the tripartite.

The following special joint notice gives the minimum switching tariff. On all freight, including coal and coke and excepting live stock, consigned direct to parties at Union Stock Yards, Chicago, a charge of not less than \$1 per car will be made for switching delivery at the yards. This charge in all cases to be added to the through rate, regardless of the original point of shipment, and to be added to the terminal rate. In addition to its proportion of such rate, and must be shown separately on way bill as a delivering expense. All connections must provide for same in contracts and bills of lading.

On all property consigned to Chicago and re-consigned to any other stock yard, a charge of not less than \$3 per car will be made for switching delivery at the yards. All car load freight consigned direct to points beyond Chicago will be delivered free of switching to the connecting road free of switching.

All coal, coke, lumber, staves, heading and like freight consigned to parties in Chicago, upon which orders are given for re-consignment to points beyond the arrival of the roads near Chicago, will be charged not less than two dollars per car for switching to the connecting road.

All coal, coke, lumber, staves, heading and like freight consigned to Chicago parties and re-consigned to any other stock yard, around Chicago which are beyond the rails of the carrying line, will be charged two dollars per car for switching to the connecting line, regardless of whether the order for re-consignment or delivery is given prior to the arrival of the freight at Chicago or not.

The Chicago, Milwaukee & St. Paul road has just issued circular No. 635, which says:

Taking effect to-day, the rates on apples and cider in straight or in mixed carloads, minimum 140 barrels of apples, or 20,000 pounds of cider, to be consigned to any station in Minnesota and Dakota will be the 5th class rates from Chicago to said stations—excepting rates to Mankato, Winnebago City, Cannon Falls, Pipestone, Calliope, Red Wing, Sheldon, Howard City, Northfield, Stone Lake, and other stations in Minnesota, Owatonna, and the next three stations on either side thereof which will be five cents per 100 less than the 5th class rate from Chicago to said points. This circular is intended to cover all car load shipments of apples and cider from Chicago to the above named Council Bluffs, except shipments from St. Joseph, Atchison, Leavenworth and Kansas City to above named junction points.

All the trains were on time yesterday. The pay car on the St. Paul & Duluth road went up the line yesterday.

Messrs. Hill and Marvel of the St. Paul & Manitoba road have returned.

D. K. Ford, claim agent of the Northern Pacific, has arrived from the Pacific coast.

Mr. E. A. Whitaker, of the Albert Lea route, returned yesterday from Rock Island.

H. C. Davis, assistant passenger agent of the Northern Pacific, returned from the west and has gone east.

Mr. Mohler, general freight agent of the St. Paul & Manitoba road, who has been up the line as far as Devil's lake, returned yesterday.

Henry E. Miner, city passenger agent of the Minneapolis & St. Louis road, was presented with a nine and a-half pound boy yesterday.

The office hours have been changed in the general headquarters building of the St. Paul & Omaha road, so that work will be commenced at 9:30 a. m. and discontinued at 6 p. m.

Aburn and Cummings have been made regular stations on the Northern division, west line of the St. Paul & Manitoba road, and freight for St. Michaels, in any quantity will be received if prepaid.

The Chicago, Milwaukee & St. Paul gives notice that the agency at Fox Lake junction, Wis., has been discontinued, and that all business heretofore transacted at that point will hereafter be done at Fox Lake, Wis., J. C. Pardee, agent.

Mr. D. S. Collins, for many years a conductor on the St. Paul & Duluth railroad, in which position he made a most enviable reputation, has quit the company and will shortly commence work on the Huron extension of the Northwestern railroad.

The Chicago, St. Paul & Omaha and the Northwestern have published a joint tariff, No. 186, dated September 10, 1884, naming rates on flour, bran and oil meal, from St. Paul and Minneapolis to all points on the Chicago and Northwestern road in Iowa. The maximum rates are twenty cents per 100 pounds.

Along the St. Paul, Minneapolis & Omaha Road Very Favorable.

KASOTA, Sept. 15.—Corn in this district is out of danger from frost, and a good crop is certain.

Garden City—No threshing since last report; corn out of the way of frost.

Vernon Center—Wheat and oats turning out well; setting in stack some; corn nearly out of the way of frost, and is a good crop.

Amboy—Farmers are threshing and grain is turning out well; corn is out of the way of frost; ground in good condition for plowing.

Winnebago City—Threshing is being done; grain is good; oats will yield from sixty to seventy-five bushels per acre; corn is out of the way of frost, and is a good crop; wheat yield about twenty bushels per acre.

Blue Earth City—Farmers are threshing

and report a good yield of all kinds of grain; weather clear and mild.

Elmore—Weather is warm, with plenty of rain; corn out of the way of frost.

Lake Crystal—Threshing is most all done; crops are turning out well; corn is out of the way of frost.

Rushmore—Wet weather has delayed threshing; corn is doing well; no frost to damage as yet.

Adrian—Stacking is done; good deal of grain coming in; corn well; no frost yet; weather fine.

Luverne—Late rains are delaying threshing; all grain threshed yielding well; no frost to damage.

Rock Rapids—Small grain all in stack; threshing delayed by rains; corn out of the way of frost.

Beaver Creek—Threshing is prospering; weather favorable.

Valley Springs—Corn crop is out of the way of frost; other crops mostly stacked; weather fine.

Brandon—Threshing is progressing nicely; corn is out of danger of frost.

Sioux Falls—Threshing is well under way, but grain is coming to market slowly; the corn crop is good and still improving; no frost yet.

Hartford—Threshing is well under way; considerable grain is coming into the market; corn is out of the way of frost.

Montrose—Threshing is well under way, but grain is coming to market yet; some flag threshed, but a good deal of it is being damaged by rain.

Salem—Corn is about all out of the way of frost.

Ashton—Rains lately have caused considerable delay in threshing, doing some damage; corn maturing very fast and out of the way of frost.

Sery—Threshing progressing very slowly on account of unfavorable weather; very little grain coming into market; corn is maturing very fast and out of the way of frost.

Dundee—Threshing well commenced; grain turning out well.

Avoca—Very little late flag standing that is ready to cut, but the heavy rains prevented from getting up; grain turning out from eighteen to twenty-two bushels per acre.

Lake Wilson—Threshing has not commenced here yet; flag about all cut and the yield is about average.

Woodstock—Threshing is in full blast and grain turning out well.

Hadley—Harvest about over; considerable threshing done; some late flag to be cut yet.

Pipestone—Late corn got nipped some by