

SQUEEZING CORN.

The Manipulators Getting a Firm Grip on the Year Option.

The Net Advance for the Day Being Something Over Four Cents.

Wheat Drops Down Into the Sixties, but Rallies to an Even Seventy, and Closes There.

Provisions Move Up and Down the Scale Irregularly, and Finally Close With a Trifling Gain.

The Bulls Control the Day's Trading in Wall Street, New York Central Being Very Strong.

CHICAGO.

[Special Telegram to the Globe.] CHICAGO, Dec. 15.—The excitement on 'change centered in year corn. Owing to light receipts and small stocks the shorts were anxious to cover, and the brokers who are manipulating the deals, saw a chance for a squeeze. The result of these influences was an advance of 5/8c from the opening, though at the close it settled down to 4 1/2c above the opening, and 4 1/4c above Saturday's close.

Older receipts closed 3 1/2c 3/4c. What was weak early and got down to 95 1/2c for January, the lowest point yet reached, but firmed up later and closed at 70c, or 1/2c above Saturday's close. Oats were quiet and closed 3 1/2c higher. Provisions were irregular, first going up then down, and finally up again to a close of 2 1/2c 5/8c higher for pork, 10c higher for lard, and 3 1/2c 5/8c higher for ribs. The closing quotations on the afternoon board were: January wheat, 70 1/2c, year corn, 41 1/4c, January 35 1/2c, May 27 1/2c, January pork \$10.02 1/2, January lard \$9.55, January ribs \$5.47 1/2. There was a good deal of excitement in the wheat pit early. It opened at 70c, or 1/2c lower than Saturday's close, and several traders, among them Wheeler and Stanley, caused some short sales early, but these purchases were not enough to sustain the market. The receipts were too heavy for the bulls, who began unloading, and the price quickly sank to 69 1/2c, at which figure there was a big rush to sell. Everybody seemed all at once to have lost faith in the cereal. Hobbs rushed into the crowd and sold 500,000 bushels at lowest point. Dwight & Gillette and half a dozen other large firms sold lots ranging from 100,000 to 250,000 bushels. The market, however, would not go below 69 1/2c, and as the excitement passed away began to go up again, before noon wheat was selling 1/2c higher than at the opening, and the people who sold at the lowest point were sick. At 1 o'clock the close the figure had reached 71c, and in the afternoon it went 1/2c higher, but settled off 1/4c at the final close, which was at 70 1/2c, 1/2c higher than Saturday's close. February and May were also 1/2c higher, the former at 71 1/2c and the latter at 77 1/2c. It is estimated that the visible supply statement to-morrow will show an increase of 1,000,000 to 1,200,000 bushels. The Manitoba road announces the suspension of shipments of grain to Duluth, owing to a blockade of cars on its tracks and lack of elevator room there. The result of this order will be to throw the shipments back on St. Paul, and as that city has all the grain on its hands that it can take care of, the surplus will of necessity have to come to Chicago. Increased receipts on this account are expected.

"The advance may be regarded as a natural reaction after the recent severe break," said A. M. Wright, "and while it would seem that prices are down where the investor who has capital can hardly make a loss, provided his trades are judiciously handled, there is really little apparent reason to hope for a permanent reaction until consumption overtakes and passes the supplies sufficiently to show a reduction of prices in sight."

"The feeling in wheat has completely changed since Saturday," said Everingham, "and I think to-day prices are the lowest for a time and that there will be a profit in purchases on soft spots."

"Do you know," said a broker, "that the wheat market is being demoralized by the new Dakota wheat fields? The exports are small, but not so marvelously small. There is very little speculation, but that is the result, not the cause, of low prices. In 1866 there was about the same condition of affairs as exist now, and caused by the same circumstances. There has been opened up the last two or three years a vast acreage of new wheat in Dakota. This year, with fine weather, the product of these new fields was enormous, and it all came on the market, overwhelming the buyers, filling elevators and smashing prices. Take an old wheat raising country," continued the speaker, "and the farmers have their cribs at the railroad station, the small shippers have their little elevators, there are mills in the locality, the wheat does not go straight from the field to market, but is moved from the threshing machine to the cribs, and from the cribs perips to the shipper's elevator, and then from there to market. The movement is deliberate. It is not forwarded in a declining market, but is held for an advance, or sold for a profit, perhaps for nearly a year. Now in Dakota this year the farmers have no cribs, at the railroad station there are no elevators. The farmers have been compelled to market their grain just as soon as threshed, regardless of price. They had no facilities for storage, and besides were in debt. Now it does not take much grain to demoralize a market if thrown on at an inopportune time. Here has this grain for this vast new country been pouring in regardless of the condition of things—arriving oftentimes when the temper has been actually panicky. Of course demoralization followed."

"Spring wheat to-day," said Dillingham, "was 27 1/2c 3/4c under the price of twelve months ago, and the men who were very certain in December, 1883, that 10c was a perfectly secure margin for purchases at 97c are trying to decide now whether or not to buy in December at 70c. It certainly does look as if to advise buying at these prices was a pretty certain and pretty cheap way of getting up a reputation for speculative cleverness, but these appearances may be deceptive. The gentlemen who were flippantly giving advice a year ago at 97c are among the most conservative in giving it now, indeed, all the bulls are growing exceedingly cautious, whereas they once 'knew it all,' and are very positive that they now know nothing at all, and are not very certain about even this. Even if 70c was to be the bottom there would be firmly on the bull side. Buying produce is like 'backing' the bank. There is a percentage against the player, interest, carrying charges, insurance, which altogether are figured in the premiums, so that if prices remain stationary

the buyer is almost as bad off as if there was a decline. He is a loser unless there is an advance. Now it is reported here that the farmers deliveries in the country are again increasing, and the visible supply figures will show another big increase. It is known that the receipts here exceed the shipments each week by 125,000 bushels; and that a wheat blockade is inevitable. Is there anything to invite purchasing, then, even at 70c?"

There was great activity in the corn pit. Numerous habits of the pit have for some time past diverted themselves by operating on the short side of the year options, suddenly realizing at the opening this morning that the year option lacked only two weeks of dropping out of the calendar and the speculative list. The discovery caused them so much uneasiness that they at once set about buying the wherewith to settle their short sales, and the more anxious they became to cover at a profit the more determined the market seemed to be that they should not. In the words of an operator, "They boomed." The opening was 3/8c higher than Saturday's close at 37 1/2c, and by one o'clock the price had reached 41 1/4c, an advance of 3 1/2c for the forenoon session, but this wasn't the worst of it, for in the afternoon there was another spurt, and prices went up to 43 1/4c, from which they "cooled off" to a close of 41 1/4c. January opened unchanged at 35c, the lowest point of the day, got up to 35 1/2c and closed at 35 1/4c. Of course, the upturn occasioned a good deal of gossip on the board and curb. It is said that Lester has a good deal of corn bought especially for year, and the impression is that he will try to give the option a little squeeze. Norm Ream said nine months ago that the crowd would be beaten in the corn year through and he was right enough, but according to some brokers the prophet himself got into the "crowd" and was beaten along with the rest. This opinion is not unanimous, however, as evidenced by the following dialogue, which took place in a broker's office about year corn:

"Who's got it?"
"Norm Ream."
"Who wants it?"
"They all want it."
"Who wants it the worst?"
"Nat Jones, I guess, and, between 'em both—Ream and Jones—they can probably handle the crowd as they please."

Still another statement to the effect that Jim Love and his friends hold all the cash corn. Several individuals with consternation, or a good imitation of it, depicted on their faces talked significantly with each other and such expressions as, "Neither of us want to get into the year corn—make the short a sweat-light roots—stand opportunity—Phil. Armour—unlawful manipulation" and others equally potent were emphatic enough to be audible. It is thought that whoever is responsible for the bulge is precipitating a settlement this early in the month on account of the danger that, as the weather grows colder and the receipts grow higher, there will be less to be made out of the necessities of the shorts. Nathan Smith sold one lot of 200,000 bushels of January corn to Murray Nelson at 35c. Everybody was anxious to know who was going short of this grain for so near an option, for Smith does not trade in these sized lots himself, and as to the traders in year corn, they were legion, there being hardly a broker of prominence on the floor who didn't take a hand. In their circular to-night Mims, Bodman & Co., have the following interesting matter:

"We have gotten about far enough into the new corn crop to begin to form some intelligent conclusions regarding it. From our correspondence we conclude that the yield in Iowa, Nebraska, Kansas and Missouri is disappointing, so that, in many sections where they supposed they had heavy crops, in shucking out they only got about twenty bushels per acre and forty to forty-five is about the largest. In Illinois while the yield is less disappointing perhaps, it is still far short of a big crop as to yield. The quality of the crop seems uniformly good, and with good weather the bulk of it will soon be grading No. 2 in all markets. We find along the Missouri river points there is a large southern demand at present that is taking about all the offerings so far as at three to five cents above what will pay any primary market, and this demand is likely to continue all winter. As the southern states generally had short crops there is already an urgent export demand, and this we shall expect to see increase, should prices continue low. Feeders are using an unusually large amount. We had no old corn on hand. Stocks are very light all around, whence we are ready to conclude this crop of corn will not sell as cheaply as many speculators have been figuring on. We think corn good property at 35c or under, and shall not be surprised to see more of the crop marketed on a basis of 40c or over here than under that figure. The fine quality of the crop makes it salable. Of the two previous crops we expected a very small percent, yet we have consumed them all now. We may expect 12 per cent. of this crop, and will assume at home quite as much as usual."

Despite the Chicago Packing company and despite the few outsiders who talked after Sid Kent and R. H. Hutchinson, pork is getting back to \$10 again, the point from which this team of venerable pork packers pulled it. All the heavy profits had gone to them, so far as to lose them perhaps \$500,000 apiece, and by bolstering up the price of live hogs say 1/2c per pound, to cost the packing fraternity three or four times this in increased cost of killing. Live hogs are now costing at the yards a little over 4c per pound on the average. It is the general opinion that, if it had not been for the unhappy bull movement of three weeks ago, they would by this time have been going at 3 1/2c 3/4c. The packers are really not any better off this year than they were last so far as outsiders can see, and when last year's experience is recalled to a Chicago pork packer he shudders. Last year, when the season started in, hogs were about 4 1/2c, and instead of going down, went up to about 5 1/2c. This year they are averaging about 4 1/2c only, but pork is now \$10.00 against \$12.50 twelve months ago, so that there is little choice between the two situations. February pork opened 7 1/2c lower, and on further selling by the packing establishment, which has been at the head of the deal, declined another 5c. At the decline there was good buying, and aided by the course of grain the market strengthened and advanced to 20c above the opening. Later about half the advance was lost, but with a small reaction at the close to \$10.72 1/2, showed an advance of 12 1/2c from the opening. January lard opened unchanged, but showed considerable strength, advancing 10c from the opening, and closing only 2 1/2c under the highest figure at \$6.55. It is claimed that the Packing company and Armour sold large quantities of February lard at the opening, but a little later a number of brokers were on the floor with outside orders to buy to cover short sales, which is the probable cause of the advance to \$6.65. Ribs ruled stronger, closing 5c higher at \$5.47 1/2 for January and \$5.50 for February.

At the stock yards the receipts of cattle were light, and the general market steady. The demand for the national market, notified President Young that inasmuch as the clubs named are not members of the association which is a party to the league agreement, the association cannot receive any protection from the league.

The Methodists. BALTIMORE, Dec. 15.—In the Methodist centenary conference Bishop Andrews announced that the success of the "Centennial Volume," to contain an account of the sermons and proceedings of this conference would not be assured if the brethren did not take more interest in swelling the subscription list. He also stated the business committee thought it desirable to have, in lieu of a final session of the conference, Wednesday next. Rev. A. S. Hunt, secretary of the American Bible society, read a paper on "The Aim and Character of Methodist Preaching."

hardly up to last week's average. The number to the carload is slightly in the increase. Prices underwent little or no change as compared with Saturday. The best haying sold at about \$4.15 1/4-25 and other packing sorts down to about \$4 1/4-15.

CHICAGO FINANCIAL.

[Special Telegram to the Globe.] CHICAGO, Dec. 15.—There was a little more activity in the money market to-day, caused principally by a further decline in wheat, which necessitated the putting up of more margins and also by a rush of business at the packing houses. Money is going into the bog districts of the country pretty lively these times, and both of these items make a temporary increase of business at the banks. Otherwise the situation is essentially unchanged. New York exchange was quoted at 25c discount, with a good outside demand, as is usual on Monday. Orders for the shipment of currency were rather large and receipts were fair. Sterling exchange was lower at 4.81 1/4-55 1/4. The trade in local bonds and stocks is rather quiet, although the market continues firm. The bank clearings were \$3,406,000 against \$3,348,854 Saturday.

NEW YORK.

[Special Telegram to the Globe.] New York, Dec. 15.—Heavy buying of St. Paul commenced as soon as the exchange opened. Wheeler appeared later as a seller, and supplied a good deal of stock. The Vanderbilts and Rock Island were feverish and weak. The latter broke 2 per cent. on the report that its dividend would be reduced. President Cable, however, denies this report, and claims that the road will earn at least 9 per cent. this season, more than enough to insure the payment of its dividends. There was a good deal of Lake Shore for sale at the opening, but the market took it easily. The principal buyers were German houses. New York Central was very strong in the face of the weakness of St. Paul. There was the usual big trade in Detroit & Lackawanna, and it continued to be the leader throughout the day. The grangers stealed toward midday, and were rather stubborn. Pacific Mail appears to have cut loose from its surroundings and advanced. Pullman opened a point below Saturday's figures. The whole market steadied during the afternoon hours and there was less pressure to sell. There has been considerable long Chicago, Burlington & Quincy unloaded during the past week. Dullness was the feature during the latter part of the session. Erie second bonds were very strong all day. New York Central at the last is quoted at 100 and 1 1/2 per cent. A good many shorts covered at the finish, and this was sufficient to close the market fairly firm throughout. The leading bears appeared to be doing but little. They are probably waiting for a rally, so they can put out fresh lines. There are no indications of any combination to advance prices that we can see or hear of as yet.

BRITISH GRAIN TRADE.

LONDON, Dec. 15.—The Mark Lane Express, in its review of the grain trade for the past week, says. Continued rains favor autumn-sown crops, especially wheat. The stoppage of threshing and the effect of the damp atmosphere on wheat in transit has largely reduced the supply, but the mildness of the weather renders trade slow and dragging, the tendency being against sellers. The sales of English wheat for the past week were 61,840 quarters at 39 shillings, 10d, against 70,130 quarters at 39s 5d during the corresponding period last year. Foreign trade is depressed by the weather. Two cargoes arrived off coast. Five cargoes were sold, two remained on hand. Flour has been depressed by recent large arrivals. Malze is scarce and firm. Barley is quiet, oats dull and beans and peas unchanged.

A Peculiar Suicide.

[Special Telegram to the Globe.] FARGO, Dec. 15.—A special to the Argus from Minnecawak says that Mrs. Hatch, wife of the ex-mayor of Mandan, committed suicide under peculiar circumstances. It is said she claims to have overheard her husband and son-in-law talking of putting her out of the way, and at the first opportunity she slid out of the house with her baby and walked three miles to a neighbors, where she laid down her child, walked to a mirror, and, with a butcher knife, cut her throat. It is thought that probably she was insane. A large force of men are scouring the country for her husband and son-in-law.

A Notable Will Contest.

CLINTON, Iowa, Dec. 15.—For several days past testimony has been taken here before Commissioner Estabrook by the contestants in the celebrated McGraw-Fiske will case, in which the husband and heirs at law of John McGraw Fiske, late of Illinois, N. Y., contest a legacy for about two million dollars to the Cornell university. The investigation here is to determine the value of the property of the late John McGraw Fiske, and the firm located here, in which John McGraw Fiske owned a half interest at the time of her death. A number of prominent lumber men have been sworn, and an average value of this property as determined by their testimony is about one and three-quarters of a million. The commissioner has adjourned to meet at Eau Claire, Wis., Wednesday next.

Unjust Discrimination.

SPRINGFIELD, Ill., Dec. 15.—Ninety business firms of this city have signed the petition asking the state board of railroad and warehouse commissioners to take action in the matter of unjust discriminations by the Chicago & Alton, Wabash, St. Louis & Pacific, and Illinois Central railroads against the city of Springfield, in charging merchants a greater rate for freight transportation than other cities on their lines nearer a point of shipment. The matter will be considered at a meeting of the railroad board here this week. The specific allegation is the roads are charging less between Chicago and St. Louis than between Chicago and Springfield.

Base Ball Talk.

PROVIDENCE, R. I., Dec. 15.—The secretary of the American Base Ball association has addressed a letter to President Young, of the National league, asking the protection of the league in the matter of existing contracts by the American association with the Virginia and Indianapolis clubs which had been barred out of the association. President Young, of the Providence association, notified President Young that inasmuch as the clubs named are not members of the association which is a party to the league agreement, the association cannot receive any protection from the league.

Just at daybreak we were awakened by the porter, and we found that as we slept we had passed through some of the best agricultural parts of Illinois and several of its most interesting towns. Among the were, Kankakee, with its fine water power, its arcade and the Illinois eastern asylum for the insane, which Dr. Dewey and his associates have placed in the front rank of such institutions; Champagne, the seat of the Illinois Industrial university, Mattoon, Effingham, etc. We had crossed several important railroads and received occasions of passengers from both the east and the west. At Odin we connected with the Ohio & Mississippi railroad, and having attached a sleeper from Cincinnati, soon found ourselves at Centralia, with "twenty minutes for breakfast."

Many contented themselves with the appetizing menu of the buffet, but our party tested the larder of Mine Host Rexford, whose fame was widespread among railroad and newspaper men. He ought to know how to keep a hotel, for he was raised in the business, his father having kept a tavern on Washington heights when Chicago was but a small town; and that he does keep a hotel the sat-

FROM SNOW TO ROSES.

A Trip Over the Illinois Central to the City of the World's Exposition.

Interesting Gossip by the Way, the Country Passed Through, and Superb Railroad Management.

[Special Correspondence of the Globe.]

NEW ORLEANS, Dec. 13.—On Thursday I changed to meet a newspaper man in Chicago on the lake front almost exactly at the same point where we parted five days after the great fire had burned itself out. For hours we enjoyed an inspection of a part of the district which we had left in smoking ruins years before. Towering marts of business, cable cars and palatial hostleries were among the wonderful transformations evolved by the plucky Chicagoans, which had completely effaced the land marks of anti-burning times. One familiar sight met our eyes, the massive stone walls of the depot the foot of Lake street were still standing and these bore the rounded, splintered, charred likenesses of the fire.

When I came in yesterday from Boston, I called my friend, I was perfectly surprised to find such a terminus. I had come from the shores of the Atlantic, surrounded with every comfort and convenience, I had feasted upon all the luxuries and substantial which could be obtained in any land. I had been so carefully attended that the Hotel Vendome, the Hoffman, the Continental or Grand Pacific presented no attractions either for a permanent or transient sojourn, and then to be landed by the Michigan Central railroad on such a barn of a depot was a very rude awakening. It was the first shock I had received in my trip to the World's exposition at New Orleans, but I suppose I will have many now that I have arrived in the "rowdy west." I did not wonder at the readiness with which the genial conductor grasped my sensations when he said:

"This is the depot of the Illinois Central railroad, but they will build an elegant terminus as soon as they obtain the ground for its location."

"By the way," he continued, "since the New Orleans exposition has been the topic of interest our eastern men have had our territory excited about this great road from the lakes to the gulf. We know all about the personnel of the men who are connected with the great east and west lines, but this Illinois Central railroad has never come under our purview. A Boston Herald man said he went to call upon the president of the road with much trepidation, because he was said to be peculiarly averse to the society of men connected with the press. When he entered a plainly furnished room he found a gentleman writing at a desk. In answer to his inquiry President Clarke, the tall, gray haired Jackson looking sort of a man gravely arose, accepted his card, courteously bade him be seated, and in a few minutes the Hubbs found himself thoroughly interested by a man who is said to be personally acquainted with the position of every spike between Chicago and New Orleans, and between Sioux City, Iowa, and Centralia, Illinois. Afterward the Boston man met a number of the officials and leading employes, and he found that many of them had been in continuous service on the road for more than a quarter of a century. Perhaps this may explain why we have never heard very much of the Illinois Central railroad, as it has never been widely advertised by means of serious accidents."

"Although I have found newspaper men and the general public possessed of very little information concerning the roads which connect the orange groves with the ice fields, every railroad man I addressed informed me that Superintendent Jeffery was acknowledged to be one of the finest mechanical railroad men in the country, and the name of Tucker was synonymous with square dealing and promptness; that every passenger agent in the country knew and esteemed A. H. Hanson, and that the Illinois Central railroad was a very conservative institution, which had educated and continued in its employ a large number of the most capable and trustworthy railroad men to be found in any country, not to say anything about such men as Marvin Huggitt, of the Northwestern and Joseph F. Tucker, the arbitrator, and others who hold prominent positions in the railroad world. Well, I'll excuse the depot, the barn-like terminus, if these old tried railroad men put us through safely to New Orleans in time to see the opening of the exposition."

At 9 o'clock that evening we were settled on one of the new Pullman buffet sleepers, which have been recently placed upon the Illinois Central railroad, and were speeding by the Aladdin like city of Pullman, whose electric lights were scarce perceptible through the ice encrusted windows of the car. Within, all was bright and comfortable. A merry party were gathered in the smoking compartment. They had speedily become acquainted and were, as "Boston" said, swapping experiences. He led off by enlarging upon the accommodations of the Michigan Central and the great cantilever bridge and the Niagara Falls show. A young man from St. Louis spoke in ardent terms of the Chicago & Alton "lunch," but he was speedily overthrown by a man from Denver who chanted the praises of the menu of the dining cars on the Chicago, Burlington & Quincy railroad. In turn came in a Dakota man, who claimed the "feeding on the Chicago, Milwaukee & St. Paul railroad dining cars beats the Palmer house all hollow."

An Englishman commenced to tell about the road beds in England, "you know," but was shortened in his patriotic gratulations by the entrance of "Father" Patton, the Conductor. Boston was impressed with his appearance, and discovered that he had been in the employ of the road for thirty years. He found the sleeping car conductor was a real Creole, whose father had been governor of Louisiana in antebellum times, and that the porter had been a slave of one of the richest families in the south. The "yankee" and the "Britisher" increased the contents of note books, while the others sought their berth.

Just at daybreak we were awakened by the porter, and we found that as we slept we had passed through some of the best agricultural parts of Illinois and several of its most interesting towns. Among the were, Kankakee, with its fine water power, its arcade and the Illinois eastern asylum for the insane, which Dr. Dewey and his associates have placed in the front rank of such institutions; Champagne, the seat of the Illinois Industrial university, Mattoon, Effingham, etc. We had crossed several important railroads and received occasions of passengers from both the east and the west. At Odin we connected with the Ohio & Mississippi railroad, and having attached a sleeper from Cincinnati, soon found ourselves at Centralia, with "twenty minutes for breakfast."

Many contented themselves with the appetizing menu of the buffet, but our party tested the larder of Mine Host Rexford, whose fame was widespread among railroad and newspaper men. He ought to know how to keep a hotel, for he was raised in the business, his father having kept a tavern on Washington heights when Chicago was but a small town; and that he does keep a hotel the sat-

ified countenances of the exposition party fully witnessed.

"Boston" and "British" were presented to Division Superintendent Hudson at this point, and expressed themselves as rejoiced to meet a young man out west, and were congratulated themselves on getting out of the reign of the veterans. They were informed that, though young in years, Superintendent Hudson was old in experience, as he was agent at Springfield during war times. They gave it up when Conductor Bill Morgan came in to take up tickets, and they found he had been on the road nearly thirty years. He lives at Centralia, which is a thriving city of over 6,000 inhabitants. Sadler's Opera house is favorably known to show people, and the new roller skating rink is one of the finest in the west. The coal mines, nail mill and toy wagon manufactory will be fully represented at the exposition. We learned that over 5,800 acres of strawberries were covered with straw, which would be picked in May. This year over 100 carloads of strawberries were shipped from this point, and from Centralia to Cairo we passed through the great fruit region of Egypt. Cobden is the home of Parker Earle, one of the largest strawberry growers in the world. Mr. Earle is superintendent of the horticultural department of the World's exposition, and as we learned that he had purchased an orange plantation near New Orleans, it is to be presumed his sons will superintend the business at Cobden.

At Anna is situated the Illinois southern hospital for insane, under the superintendence of Dr. Wardlaw who has achieved a wide reputation for treatment of the demented. Arrived at Cairo the solid road bed was abandoned, and before many of the passengers were aware of the fact the cars had been transferred upon the steamer W. H. Osborn, and were being ferried over to the Kentucky shore. In a little over two hours we reached the Tennessee line, and when we arrived at Jackson we began to appreciate the fact that we had left snow and ice far behind. However, as the weather was lowering we did not have full appreciation of our southern progress until we arrived at Macon City, Mississippi, where the restlessness air from the vast pine forests was softened and enriched by the perfume of roses and yacynthias blooming in the open air. At 11:50 a. m. we arrived in New Orleans, only five minutes later than schedule time. "Boston" expressed the feelings of "the party" when we had finished our breakfast from the buffet, which had been replenished with fresh tropical fruits. Said he: "In two hours we shall have completed our journey from the lakes to the gulf. Nine hundred and fifteen miles of steel bridging to the Illinois Central Railroad company will have been ridden over by us, and we have among our number men who have traveled all the leading railroads of America and Europe, and I venture to say that not one of us can refer to a trip of similar extent so free from annoyance and from fatigue and so full of interest and enjoyment. I take back all I have said about old heads, and I must testify that the trip from the new west to the old south by the Illinois Central, is one of the events of a life time which will always be remembered with pleasure."

The strange party separated at the St. Charles hotel. One went to Mexico, one to California, one to Arizona, two to Florida, and the rest remain to look over the exposition, which is announced to be opened officially by telegraph by President Arthur on Tuesday.

"How swift, how swift the hours have fled since, shivering, passed we from the gloom; From lakes to gulf we joyous sped, From ice to sweet magnolia's bloom."

NATE A. REED.

The Dakota War Ended.

[Special Telegram to the Globe.] FARGO, Dec. 15.—The trouble at Redfield is over. The books of the register of deeds and judge of probate have gone back to old Ashburn. The treasurer's books remain at Redfield. The Fargo troops will be home at 1 o'clock to-night on a special train.

The Will of Anna Earl Ramsey.

The last will and testament of Mrs. Ramsey was filed in the probate court yesterday and was made by this estimable lady at the age of fifty-nine years, the year of her decease.

It is a document of several foolscap pages and bequeaths her property section by section. To her daughter Marion Ramsey Forness, she gives wearing apparel, ornaments, books, pictures, plate, household furniture and articles, horses, carriages, etc. To her sister, Harriet M. Crouch, and her brother, Michael Earl Jenks, of Philadelphia, she gives \$5,000 each, and to her brother, Jonathan Ramsey Jenks, of St. Paul, the same amount. To the ladies of the Association of St. Paul she bequeaths \$5,000, and to Sophia Carlson, residing in her family, \$1,000.

All the residue of her property is bequeathed to her husband, Alexander Ramsey, and her daughter, Marion Ramsey Furness, in equal shares. The request is made that all the legacies be paid as soon as the executors can make sale of their property to their satisfaction. In case of his survival her husband is made sole executor of her estate.

Small Fire.

At 8:45 last night an alarm of fire was sent in from box 416, on the corner of Ramsey and Leach streets. The fire was found to be in a small frame building, No. 453 West Seventh street, belonging to L. P. Hoffman, and occupied by Vaclav Kotnour as a saddle and harness shop. There was no damage to the building, which was not insured, and but little to the stock, which was insured for \$1,200.

A white cloth capote, with plaited crown, bound with wide brown velvet woven with tiny gold loops, has large pompons of zephyr wool.

AMUSEMENTS.

GRAND OPERA HOUSE.

THURSDAY, FRIDAY & SATURDAY DECEMBER 18, 19 & 20. MATINEE, SATURDAY AT 2 O'CLOCK. THE MADISON SQUARE THEATRE COMPANY. WILL present for the first time in this city its MAGNIFICENT SUCCESS, MAY BLOSSOM, The Fisherman's Daughter. BY DAVID BELASCO. To be produced here with the entire original cast, scenery and effects of its six months' run in New York. Seats now on sale.

MRS. M. C. THAYER.

418 Wabasha Street, St. Paul. Agent for the Celebrated SCHMER and DECKER BROS. PIANOS. All. ESTABLISHED, NEW ENGLAND AND OTHER ORGANS.

PIANOS AND ORGANS.

For sale from \$25 up, and for rent at \$2 per month and upwards. Instruments sold in weekly payments.

AMUSEMENTS.

GRAND OPERA HOUSE.

LAST DAY BUT ONE OF THE

THE STODDARD LECTURES!

TO-NIGHT AT 8.

FOUND THE BAY OF NA'LES.

An evening in an earthly paradise. LINA, VELOVIA. A walk through the use about streets of Pompeii. Four o'clock. 10-10-10-10-10-10.

TO-MORROW, FAREWELL DAY:

THE CASTLE-BUILDING REINE.

Seats now selling.

HOLIDAY GOODS.

HOLIDAY GOODS, CHRISTMAS CARDS, GOLD PENS, POCKET BOOKS, BIBLES, DIARIES, ALBUMS, and

A complete line of

Books, Stationery, Etc., Etc.,

At and below COST, to Close Out Business. Owing to poor health, I have concluded to close my business, and offer my entire stock at and below first cost.

JAMES DAVENPORT

9 West Third Street.

CLOTHING.

TWENTY DOLLARS.

The OVERCOATS that we are selling for \$20 are the best value for that money ever offered in this city and fill a general want.

These Coats are really very desirable and persons buying them are just as well pleased as though they cost twice as much—in fact, they are not much more than half price. The best way to prove this, however, is to come in and try one on. DRESSING GOWNS, SMOKING JACKETS and STUDY COATS in magnificent variety. Articles of Dress for HOLIDAY purposes purchased now can be left for future delivery.

BOSTON CLOTHING HOUSE,

Cor. Third and Robert streets, ST. PAUL.

SLEIGHS.

We are happy to announce that we have moved into our new Brick Block on Minnesota street, between Ninth and Tenth streets, where we shall be pleased to show our friends the largest stock of fine SLEIGHS, of every description, ever shown in this city. No one wanting a Sleigh or Cutter of any kind, should fail to see us, as we are selling at very low figures.

E. M. HALLOWELL & CO.,

MINNESOTA STREET, Between Ninth and Tenth.

St. Paul Wagon and Carriage Co.

WHOLESALE

Sleighs, Cutters, Carriages, Wagons

AND HARNESSES.