Daily Globe.

Official paper of the City and County.

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DAILY WEATHER BULLETIN.

OFFICE CHIEF SIGNAL OFFICER, WASHINGTON, D. C., Dec. 23, 9:56 p. m.

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

UPPER MISSISSIPPI VALLEY.

	Bar.	Ther.	Wind	Weather.
St. Paul	30.41	-6	NW	Cloudy

NORTHWEST.

	Bar.	Ther.	Wind.	Weather.
Bismarck	30.64	-17	NW	Clear
Ft Garry	30.65	-32	SW	Fair
Minnedosa	30.67	-30	W	Clear
Moorhead	30.58	-18	N	Cloudy
Qu'Appelle	29.82	-34	0	Clear
St. Vincent	30.58	-37	SW	Clear

NORTHERN ROCKY MOUNTAIN SLOPE.

	Bar.	Ther.	Wind.	Weather.
Ft Assinaboine	30.64	-25	SW	Clear
Ft. Buford	30.69	-31	W	Clear
Ft. Custer	30.63	-36	NW	Clear
Helena	30.36	-21	W	Clear
Huron	30.59	-20	NW	Clear
Medicine Hat	29.63	-37	W	Clear

UPPER LAKES.

	Bar.	Ther.	Wind.	Weather.
Duluth	30.47	-15	NW	Cloudy

DAILY LOCAL MEANS.

Bar.	Ther.	Dew Point.	Wind.	Weather.
30.411	7.2	18.9	NW	Cloudy

Total rainfall and melted snow .02. Maximum thermometer 3.0; minimum thermometer 15.7; daily range 12.7.

River—Frozen.

NOTE—Barometer corrected for temperature and elevation.

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

INDICATIONS.

WASHINGTON, D. C., Dec. 24.—Upper Mississippi: Colder, clearing weather, northern winds, Missouri valley: Generally fair weather, lower temperature, northerly winds.

THE GLOBE AT NEW ORLEANS.

To accommodate the throng from the Northwest who will desire to read their favorite home paper while attending the "World's Exposition" the GLOBE has been placed on sale in New Orleans at Geo. F. Wharton & Bro.'s, Carondalet street between Common and Canal.

YESTERDAY'S MARKETS.

The Chicago grain markets were again off yesterday, closing with wheat ⅝c lower and January corn ⅛c lower. January oats advanced ⅛c; pork advanced 7½c. Stocks opened weak, and after a day of fluctuations, closed with the list from ⅛ to 2½c lower, except Central Pacific, Rock Island, Lackawanna, Michigan Central, Missouri Pacific, New York Central, Erie, Omaha, Texas & Nashville, which were ⅛ to 1⅞ per cent. higher. The money market was quiet and generally lower.

THE GLOBE ANNUAL REVIEW.

Every year since its existence the GLOBE has issued, on the 31st of December, an annual review of the trade, growth and progress of St. Paul for the year just closing. These reviews have had feeble imitators but no rivals and the only hampering has been the lack of mechanical facilities to meet the popular demand for extra copies of the publication. During the past year the mechanical facilities of the GLOBE have been made superior to those of any other, paper west of Chicago, and a magnificent new building, erected expressly for the GLOBE, which will be occupied before this publication, will make the GLOBE equipped equal to any paper in the United States, and at an expense only indulged in by the leading and most thoroughly established journals of the country.

The great advancement of the GLOBE in 1884, which places it upon such a magnificent footing, is simply commensurate with the great advancement of St. Paul, and an effort will be made to furnish an annual review of which every citizen can be proud. The size of the edition, both in number of copies printed and in the number of pages used, depends entirely upon the demands of the business public. The GLOBE can meet any demands upon its space that can be made, but in preparing for so great an edition as is sure to be made, some time must be allowed for arrangement, and those who would secure choice locations for their advertising announcements should apply early. The first applicants can, of course, have the choice, and the GLOBE trusts all of its friends, which comprises the entire public, will aim to be first in securing advertising positions.

COL. VILAS and Gen. Bragg will be opposing candidates in the Democratic caucus for nomination for U. S. Senate in the Wisconsin legislature.

JAY GOULD says next year will be a money making year. And this view is taken in spite of the croakers who assert that Cleveland's election has ruined everything.

WHEN the New York City commissioners in enforcing the Sunday laws, caused saloons to be closed on Sunday, the bibulous saloon customers found ready ingress at back doors and the enforcement amounted to nothing. Thirsty customers instead of going openly into front doors, sneakingly flocked in at back doors in about as large numbers as ever. This shows the folly of legal enacts that cannot be enforced.

THE suggestions of the GLOBE, made a few days since, in regard to the institution of the system of Associated Charities, bore fruit in the meeting held yesterday afternoon at the rooms of the Chamber of Commerce. Those present were the friends of the system. Experience shows the benefit of the plan, and once instituted in St. Paul it will be found doing a vast amount of good. By this plan the distribution of charitable work is not only evenly and fairly made, but more is done than by any other plan.

THE GLOBE special from Wilmot, Dakota, which appears this morning, gives an apparently candid and truthful version of the trouble which has existed at Traverse for the last few days. The GLOBE correspondent gives in compact form the occurrences that led to the difficulty, and unhesitatingly declares that the matter published by the *Pioneer Press* of St. Paul does the greatest injustice to the persons it implicates. It appears that the chief instigator of the lumber proceedings was an Ordway importation, which may always be marked as bad stock.

THE health authorities of New York City have taken advantage of the holiday display of confections to sieze all the candies they can find which are colored with umber, analine dyes, arsenic, bisulphate of mercury, red lead, vermillion, Prussian blue, chromate of lead, etc. The manufacturers were fined and the poisonous wares thrown off the dock. There are some very vile and poisonous candies manufactured and sold in other cities.

POLITICAL considerations in the City of New York, according to the New York *Times* are in conflict with wholesome, much needed sanitary considerations. Selfish greed blunts sensibility, and eats out the heart of humanity. That bold and fearless journal editorially says:

> The board of health of the city of New York does not dare to purify the slums, enforce the laws concerning overcrowding, the disposal of of refuse and the use of damp and filthy cellars, and protect the people from the deadly influence of these regions, because the men who own the old barracks are powerful politicians who control many votes.

NEW ORLEANS in sentiment, feeling, and æsthetic passion is essentially a French city. It was long the ward of vine-clad France, and though patriotic and civil ties have long been severed a genuine feeling of attachment abides in the Crescent City. The New Orleans *Times-Democrat* indicates this existing, living feeling of attachment in the following paragraph:

> "The fire is sparkling in her eye!" Thus spoke the poet of the Opening, (of the Exposition) and words could not have been conceived that would better describe the inward sentiment of the dominant people in New Orleans. True, We are "Saxon and Norman and Dane," as well as Gallic: But the old French sentiment, the dear old French history and fireside tale identified with our life by the Delta, makes us only less the children of vine-clad France, than we are patriotic citizens of America.

THE following from the Memphis *Appeal*, a Democratic journal, goes far to vindicate the South from the slanders of Mr. Blaine, and his sycophantic partisan newspapers in regard to the status of the colored people at the South, and the existing relations between the races:

> The negroes of the South are prospering as no other recently emancipated peasantry ever thrived before. They enjoy all the benefits of the law, and feel less its burdens than other people. They know nothing of the burdens of taxation, and their children are educated at the expense of the white taxpayers of the South. Their freedom is secured, and now that the Northern newspapers are talking about their disfranchisement they will find that the Southern whites will be an impregnable bulwark between the blacks and those who to reduce the electoral vote of the South want to disfranchise the negro.

CONFEDERATION AND ANNEXATION.

The Canadian and English statesmen are giving much consideration to Imperial Federation—a closer alliance and reciprocity between the Imperial government and her distant colonies. The proposition has its advocates and opponents. But along with the discussion in Canada comes in the consideration of the question of independence, a separation from the mother country and the setting up of an independent government. The latter project has far more advocates than the scheme of federative association with the Imperial government.

Sir John A. Macdonald is in favor of confederation, and his late visit to England is supposed to have been largely in that interest. The prevalent idea is that the present status of Canada cannot long continue, that she must draw closer to, or go farther away from Great Britain.

There are some who advocate annexation to the United States, but the number seems to be comparatively small. A very strong existing feeling is that Canada has become too populous and important to longer remain a mere dependent colony and that she is entitled to come into the family of nations.

But profiting by experience, the British government is treating her present colonies with far more consideration than she did the American colonies, when the harsh, unjust treatment by the then blind and unwise reigning dynasty, drove the colonies to successful revolt. No spirit of violent revolt seems to be prevalent in Canada, but there seems to be a quiet, powerful and growing sentiment in favor of independence, and it is believed that that result will be ultimately brought about by the mutual consent, by the mutual agreement of the mother country and her great augmenting and powerful colony.

The following from the St. John *Telegraph* is of interest as showing the spirit and sentiment actuating a large portion of the friends and advocates of independence:

> Is Canada capable of maintaining separate national existence? Well, we have one-half more white people than the United States had when they made the experiment. We have ten times the ocean trade and five times the ships. We have thousands of miles of railway and telegraph lines, a great canal system which they had not. We have had experience in self-government; and the times are more peaceful now than then. Can we not maintain ourselves with more people than Prussia in the days of Frederic the Great, and as many as England in the days of Queen Bess and the Armada? And we of British stock, the northmen of the new world? Our one only danger in actual warfare would be from the great nation beside us, and they are not an aggressive people. If the worst came to the worst they might, perhaps, in the unequal contest, give us serious trouble, even with England at our back. England has never yet sent to a distant country more armed men than were killed and wounded in one of General Grant's great battles.

GAME LAWS.

The game laws in Minnesota, and generally in the United States are more or less defective, and such as they are not enforced with any rigidity or carefulness. Indeed they are mostly a dead letter. They are violated with impunity. A prosecution under the game law is seldom or never heard of, and hunters slaughter the deer, the prairie chickens and other wild game, as if there were no statutory prohibition or regulation. Yearly game is growing scarcer, and it will not be long before it will wholly disappear from the forests and fields Complaints of the rapid disappearance of game come up from every quarter. Last year a local game association released on Staten Island, N. Y., a thousand goats and hunting them was prohibited by law, and yet, they have wholly disappeared. The hunters have taken them. The rapid disappearance of the buffalo from the western plains is attracting attention. They are slaughtered without mercy, and their total disappearance is only a question of time, and that not very remote; Indian tribes complain of lack of game, and make application to government for additional supplies. In the wilder states but few of the larger wild animals remain, and the small game is rapidly diminishing. This diminution of the larger and the smaller wild game on the North American continent cannot be due entirely to the hunters deadly aim, but the cause is not easy to be discovered. This diminution extends to the Hudson Bay country, to Alaska and to the more desolate regions of Labrador. The statement is made that on the plains of Saskatchewan and in the Achabasca district of the Northwest, that the bison that once existed in immense herds, have largely disappeared. This decrease of wild animals would seem to be phenomenal. The same state of things exist in some portions of the old world, and yet in many countries there is a plethora of wild animals. Government bounties and the consequent warfare does not cause them very perceptible to decrease. Walrus abound in Russia notwithstanding large government bounties are offered for their destruction. It is estimated that in Russia two thousand persons are slain and devoured every year by wolves, and besides they make immense havoc of domestic animals. In France upwards of a thousand wolves are slain annually. In Germany, according to an official report in 1883, there were 20,000 foxes, 30,000 deer, 2,000,000 hares and 3,000,000 partridges slaughtered. In Austria there were killed of bears 160, lynxes 200, wolves 1,200, foxes 8,000, besides 3,000 tiger-cats and various smaller animals. In Sweden, Spain and throughout the British Isles wild animals are found in great abundance.

The statement in regard to the immense number of wild animals in the Eastern woods, and the destruction of human life, and the slaughter of animals almost exceeds belief. In India it is estimated that 21,000 persons and 53,000 cattle are killed every year by tigers and other wild animals. The Indian government pays out in bounties an average of £10,000 a year, as an inducement to slay these venomous wild animals. In the island of Java, between two and three hundred people are killed by tigers. It is a study to ascertain the reason why plague of wild and destructive animals abound in the old and populous counties of Europe, and in the Eastern countries, beyond the influence of large bounties, and active hunting for the love of it, to diminish, while our forests and plains are denuded of game of the larger and the smaller kinds. This cannot be entirely done to the activity of herds to an excess of population in the wide, vast and unoccupied territory. Not only the larger animals, and the smaller game, but the wild fowl and even the fish in the rivers and mountain streams, it is alleged are rapidly disappearing. At this rate the forests will soon be destitute of animal life, and the rivers and lakes unoccupied by the finny tribes. The cause of all this, if it would be rationally and reliably developed and explained, would be a matter of abounding interest.

CURRENT COMMENTS.

THE New York *World* makes a very natural comment on the pillage of a Dakota township: Our dispatches give the details of the capture and pillage of a Dakota town by an armed gang of desperadoes. One hundred of these infuriated ruffians entered the town of Traverse yesterday, sacked the court house and looted the residences of private citizens at will. A territory that is knocking at the door of congress and asking to be admitted to the Union ought to behave itself better.

MRS. MARY SINGERLY, the Philadelphia editor's wife who has just died, was the person instrumental in getting Sunday music into Fairmount Park. Driving in the park as an invalid one day, she suggested that it would be a great delight to the working classes, who could only visit the park on Sundays, if they could have music, and after a long fight against prejudice and bigotry, the music was introduced.

MRS. HENRIETTA PAGE an apparently intelligent colored woman, of Newport, R. I., whose husband made a snug fortune out of restaurant keeping, went to the bank the other day and drew out all her money, $10,000, saying she was going to Canada to avoid being sold into slavery when Cleveland becomes president. She and her son, a man of thirty, left for Montreal.

MR. HALSTEAD is making history, but in order to do it, he draws on his imagination for all the facts, as in the following: Bayard's grandfather, according to Thomas Jefferson, was in an intrigue to make Aaron Burr president, and Pendleton's grandfather was Alexander Hamilton's friend and his second in the fatal duel with Burr. It would be a big thing in England for two men with historical grandfathers to go into the Cleveland cabinet.

A WASHINGTON letter says: Maltese cats are to supplant pug dogs as the correct feminine pet this winter. At a leading modiste's parlors the other day several fashionable young ladies came in shopping, and each carried a large Maltese cat under her arm, and allowed pussy to roam within the limits of the gilt chain fastened to its collar, while the fair owner tried on her new bonnet.

EASTMAN JOHNSON, who is still at work on his portrait of Wm. M. Evarts, complains that the great lawyer's great nose is a difficult thing to paint, since it is neither Greek, Roman, aquiline or classic, and he finds it difficult to place it, which is singular, considering how prominently that same nose has been stuck into things generally for several years past.

IT is announced down in Delaware that Mr. Bayard is going into the Cabinet, and the *Wilmingtonian*, published at Wilmington, is encouraged to print a portrait of the gentleman who is to succeed Mr. B. in the Senate. His name is C. B. Lobe. He wears spectacles and is a man of stern, scholarly bearing. He is a member of the present House.

MONEY FOR THE MARINE.

The Senate Passes the House Naval Bill of Last Year.

WASHINGTON, Dec. 23.—The senate to-day has passed a naval appropriation bill which the house was in favor of a year ago, but which the members of the house commttee on appropriations say ought not to pass now because the expenditures of the navy department for the current fiscal year are being made up on a different basis and the change would cause a great deal of confusion. It is, however, a back down on the part of the senate from the stand which it has maintained in the controversy between the two houses. If the house, when it meets again in January, should refuse to accept the bill which was passed to-day, the senate may prolong the disagreement until the navy department is seriously crippled for lack of money to defray current expenses. Mr. Hale has given an intimation of this, remarking that the responsibility will be upon the Democrats if the new administration finds itself without funds to go on with improvements in the navy after the 4th of March. By this he is understood to mean that the senate will agree to nothing but the bill passed by that body to-day, even if the navy has to go without money for the balance of the fiscal year.

Democratic representatives say the question of improving the efficiency of the navy by the building of new vessels and the needs of the service under the next administration will be considered and provided for in the annual appropriation bill for the fiscal year beginning July 1, 1885, which will be reported to the house within a few weeks, that the senate will only give trouble to the present administration by refusing to extend the naval appropriations for the remainder of the current fiscal year.

The members of the two bodies continue to talk back at each other in a way that indicates that there may be trouble about appropriations before the close of the session, and it was remarked by a Republican senator today that, if the house persists in its obstinency, the next administration may find itself embarrassed by the necessity for calling an extra session of congress to make appropriations. Both senate and house will be in session to-morrow, and the senate desires to adjourn from to-morrow until January 5, but a single member of the house can disappoint them unless a quorum should happen to be present in the house. If the point "no question," is raised, neither house can adjourn for more than three days. Then the laugh will be on the senate, which refused to agree to a vacation in the first place because it expected to coerce the house by that means to concur in its views in relation to the naval appropriations.

Heavy Snow Storm in Colorado.

DENVER, Col., Dec. 23.—Reports from the mountains show the snow storm which has been in progress for several days still continues, thus far without unusual or serious results. The storm was the most severe in Blue and Eagle river counties, where the snow is several feet deep and drifting. The mountain roads are considerably blocked. It will probably be two or three days before the Salt Lake train will be able to make the Marshall pass. The weather in the mountains is warm, and the indications are that the storm will soon break.

Railroad Smashings.

DAYTON, O., Dec. 23.—The third Panhandle wreck for the week occurred at Brinley, a station west of Dayton. A train broke in two, the engineer slowed up, and the rear portion came up with a crash, smashing four cars.

CAPITAL CULLINGS.

A Nice Little Row Between Chairman Jones and the Administration.

The Senatorial Contest in New York Growing a Trifle Interesting.

Logan Meets the Merry Mulligan Man and Ironically Salutes Him With "How Are You Burchard!"

The Inaugural Ball to Eclipse All Its Predecessors--Minor Washington Matters in Brief.

THE ADMINISTRATION STRIKES BACK.

[Special Telegram to the Globe.]

WASHINGTON, Dec. 23.—The remarkable utterance last week of Chairman Jones, of the Republican national committee, followed by the caustic rejoinder of Secretary Chandler, continues to furnish the subject for considerable talk in administration circles, and regret is expressed that Mr. Jones should have availed himself of the present occasion to assail President Arthur and his cabinet. The members of the cabinet show privately their indignation at the false charge brought against them by the chairman of the committee, and express the opinion that the gauntlet having been thrown down, the inside facts connected with the management of the campaign must now come to light. It is well known here that quite early in the campaign Secretary Chandler had conferences with Mr. Jones and other members of the committee in New York in regard to the canvass and that his suggestions were not received with approval, much less with delight. Mr. Chandler was opposed to wasting money in a reckles manner, and counseled prudent management in disbursing the funds placed in the hands of the committee. He was also opposed to sending an agent to Tennessee with $25,000 to expend there, but Mr. Jones gave to all the suggestions made a cool reception, and Mr. Chandler was made to feel that his advice was not needed. Secretary Teller, in speaking of the statement of Mr. Jones, said to-day that it was simply an untruth, and had no foundation in fact. It was within his knowledge that every member of the cabinet anxiously desired the success of the Republican ticket, and did what they could to bring this result about. He had gone to New York and given the committee some good advice, and had this been followed defeat would not have come. Mr. Jones ran the campaign according to his ideas, and Mr. Cleveland was elected. He was glad that Secretary Chandler had written his letter, as it was about time the administration should strike back and let certain gentlemen know that they cannot with impunity continue their assaults upon President Arthur because Mr. Blaine failed of an election.

THE FIGHT FOR LAPHAM'S SHOES.

The interests of President Arthur in the senatorial fight are being looked after by Gen. Geo. H. Sharpe, ex-Congressman John W. Davy, Congressman Burleigh, Senator James Otis, Collector Pierce, of Rochester, and ex-Senator W. W. Bruman. All except the last named had a conference at the Gilsey house, New York, and went through the list of legislators to see how they stood. They arrived at the conclusion that the first point to attend to was election of a speaker and the defeat of Mr. Erwin, the Morton candidate; also that all the candidates for senator against Mr. Morton should be made to understand that it was for their interest to have some one other than Mr. Erwin elected as speaker to help their chances. The rest of the day was spent in ascertaining how many votes in New York city could be secured for Walter Howe for speaker, so that it might be determined whether he could be made the candidate of the proposed combination against Mr. Erwin. Two votes were found, and the search for another will be continued. On the Erwin-Morton side Chet. S. Cole, of Corning, Mr. Shaw, of Chautauqua, and Dwight Lawrence, who has just returned from the interior of state, were watching developments and talking up their candidates. They were all sure that no combination could be made to defeat Mr. Erwin and that his success would end Mr. Arthur's chances, and leave the senatorial chances between Morton and Evarts or Morton and Hiscock. The letter of Mr. Evarts is a disappointment to those who have been raising the free trade charge against the president, in that it does not treat of the tariff and protection.

LOGAN'S SENATORIAL CHANCES.

The New York *Sun* to-day has an interview with Hon. Thos. E. Merritt, (Democrat), of the Illinois legislature, who says that no Republican can be elected senator. The Republicans, he said, "have a majority of one in the senate. We have a majority of one in the house, so that we come together exactly even. The very best that Logan can do is to poll that tie vote. He will never get beyond it. He has nothing to give for the one more vote that will elect him. You see, we have the postoffices, United States marshalship and the good things generally to distribute this time, and Logan has not, so that it is reasonably certain that the break will be from them to us, not from us to them. Morrison, Harrison and Black all have their ardent supporters. Judge Allen is in the race in good shape, and I don't know who will be our choice. If Charlie Farwell came within one vote of election, then Elijah Haines would vote for him. They are warm personal friends, and, though Haines is a Democrat, I rather think he would support Farwell, but Farwell will never get there. Logan will not let him. Logan is not strong enough to get elected himself, but he is strong enough to prevent any other Republican from getting there."

"HOW ARE YOU, BURCHARD!"

A great deal of curiosity has been manifested among Republican politicians here to witness the first meeting of Blaine and Logan and to see how the distinguished candidates would greet each other. They met on Pennsylvania avenue a day or two ago. Blaine was riding in a carriage and Logan was returning from the senate on foot. They sighted each other fully a block away, and when the carriage was about passing Blaine raised his hat in a most dignified manner. Logan cleared his throat and shouted, "How are you, Burchard!" Blaine's face flushed for an instant, and he looked embarrassed, then he smiled and Logan went into the street and both shook hands heartily. The incident was witnessed by several citizens, and is being repeated at Blaine's expense.

THE INAUGURAL BALL.

It is now a settled fact that the inaugural ball will take place in the new pension building, which can be made available. It is practically settled that tickets to the ball will be placed at the price of $5 for each person, whether lady or gentleman, and that there will be no complimentary tickets except for the president and vice president, and such members of their immediate party as they may desire to accompany them. Each purchaser of a ticket will receive also a beautifuly engraved card with an appropriate inscription designed for preservation. It is hoped to make the ball eclipse all of its predecessors in magnificence of display and decorations as well as in attendance.

NO VOLUNTARY ADVICE.

Democratic senators will have no information regarding their colleagues who went to Albany to see Gov. Cleveland. It was said, however, that if either of those whose names were mentioned had any consultation with Mr. Cleveland it must have been at his own request, for there appears to be a sort of an understanding among Democratic senators that they shall not voluntarily offer advice to the president-elect.

[Western Associated Press.]

NOMINATIONS.

WASHINGTON, Dec. 23.—Commodore Winfield Scott Schley, chief of bureau of equipment and recruiting of navy rank; Commodore Wm. H. Pilkinton, of Kansas, receiver of public monies at Wakeeney, Kansas; John C. Leghorn, of Colorado, register of land office at Del Norte, Colorado.

CONFIRMATIONS.

W. B. Thompson, of Michigan, second assistant postmaster general; Wm. A. Stone, United States attorney Western district of Pennsylvania.

MISCELLANEOUS WASHINGTON NEWS.

W. B. Thompson, late superintendent of railway mail service, to-day confirmed as second assistant postmaster general, will be succeeded as superintendent of railway mail service by John Jamison, present assistant superintendent. The position of chief clerk, which has been vacant some time, will be filled by the appointment of Alex. Grant, of Michigan, now clerk in the bureau.

In reply to an inquiry from a resident of Kansas, whether he could pre-empt land in the Indian territory, the secretary of the interior has written him as follows: "There is no land within the boundaries of the Indian territory subject to settlement. Settlers who go into the territory now will simply lose time and money."

The senate, in its secret session, amended the house resolution providing for a holiday recess, substituting the 24th for the 20th as the date when the recess will begin.

OUR RAILROADS.

What Commissioner Baker Has Found Out Relative to Minnesota Lines.

Gen. J. H. Baker has issued his annual report from which we take the following:

During the year closing December 1, there have been constructed, in this state, 256.84 miles of railway, making a total of 4,162.22 miles, as compared with 3,905.38 miles last December.

The total cost of all miles of railway operated in this state to June 30, 1884, was $161,054,515.18.

The average cost per mile of railway operated in the state to June 30, 1884, was $40,994.56.

The stock of all railways operated in the state to June 30, 1884, was $274,465,034.69.

The debt of all railways operated in the state to June 30, 1884, was $320,560,653.92.

Minnesota's proportion of said stock and debt is $141,525,446.58.

The passenger earnings of all lines operated in the state to June 30, 1884, were $20,747,214.02.

The passenger earnings in Minnesota for year ending June 30, 1884, were $5,575,995.64.

The freight earnings of all lines operated in the state to June 30, 1884, were $57,030,256.73.

The freight earnings in Minnesota for year ending June 30, 1884, were $16,503,478.33.

The express, mail and miscellaneous earnings of all lines operated in the state to June 30, 1884, were $3,086,831.19.

The express, mail and miscellaneous earnings in Minnesota for the year ending June 30, 1884, were $1,163,992.25.

The gross earnings of all lines operated in the state to June 30, 1884, were $80,864,301.94.

The gross earings in Minnesota for year ending June 30, 1884, were $23,243,466.22.

The number of passengers carried by all lines operated in Minnesota to June 30, 1884, was 17,883,892.

*The number of passengers carried in Minnesota for year ending June 30, 1884, was 5,962,297.

The average distance traveled by each passenger on all lines operated in this state to June 30, 1884, was 42.7 miles.

*The average distance traveled by each passenger over Minnesota lines was 38.4 miles.

The average earnings on each passenger over all lines operated in this state to June 30, 1884, was $1.16.

*The average earnings on each passenger in Minnesota for year ending June 30, 1884, was 93 cents.

*The average rate per passenger per mile in Minnesota for year in ending June 30, 1884, was 2.73 cents.

The average gross earnings per mile of railway in the state for year ending June 30, 1884, were $5,925.77.

The average cost per mile of operating the railways of Minnesota for year ending June 30, 1884, was $3,004.28.

The operating expenses in Minnesota for year ending June 30, 1884, were $11,784,253.58.

The operating expenses of all lines operated in Minnesota for year ending June 30, 1884, were $45,515,003.67.

The average percentage of operating expenses to gross earnings was 50.69 per cent.

The amount paid in addition to operating expenses on entire lines was $59,354,844.56.

The taxes paid on all lines operated in Minnesota for year ending June 30, 1884, were $2,169,584.22.

The taxes paid on lines in Minnesota for year ending June 30, 1884, were $645,735.18

The number of tons of freight carried in Minnesota for year ending June 30, 1884, was 8,516,178.

The average amount received for each ton of freight handled during the year was $1.94.

The number of employes on all roads operated in Minnesota for the year ending June 30, 1884, was 58,513.

The number of cars of all kinds used by the companies operating in the state for the year ending June 30, 1884, was 69,270.

Number of engines used by all roads operating in state for year ending June 30, 1884, was 2,276.

The construction account for the year for all lines operated in the state was $20,044,742.51.

The number of acres of land sold by all lines for the year was 468,520.65.

The amount received by railway companies during the year for land was $1,991,801.27.

The number of acres sold to June 30, 1884, by all companies was 3,355,867.65.

The amount received for lands sold to June 30, 1884, was $14,793,087.96.

The number of miles of steel rail track in Minnesota is 2,518.22.

The number of miles of fencing in the state is 3,146.6.

Elevator capacity in Minnesota at close of year ending June 30, 1884, 25,739,700 bushels.

†Miles of railway in the United States for year ending June 30 1883, 121,592.

†Estimated cost of same, $6,684,756,045.

Gross earnings of all lines in the United States for 1883, $823,772,924.

†Net earnings in United States of all lines for 1883, $336,911,884.

†Passengers carried in United States by all lines in 1883, 312,686,641.

†Tons of freight moved in 1883 by all railroads in United States, 400,453,439.

*Estimated.

†Taken from Poor's Manual of Railroads.

ACCIDENT RECORD IN MINNESOTA, 1884.

Passengers killed	2
Passengers injured	33
Railway employes killed	49
Railway employes injured	182
All others killed	54
All others injured	29

FREE SHIPPING OF WHEAT.

With more intense feeling than ever before, the people have continued to protest against the rule of the railway companies, as to the free shipping of grain, which requires a 30,000 bushel elevator as a condition precedent to a privilege, theirs by every rule of law, and demanded by the highest public policy. That so arbitrary a measure should be enforced by the companies, in defiance of the decisions of the courts, and against urgent public interests, is a marvel of unwisdom. It is just such conduct, on the part of railway management, as invokes and necessitates legislation. When the people demand of the law making power resistance to such a despotic rule, railway men should not deprecate the wrath of the storm.

It is alleged that the farming and shipping interests are demanding a system of inspection as a cure for existing evils.

The complaints made to this office do not sustain such a theory. Such complaints as come to us, officially touching this matter, relate exclusively to the rigid rule above mentioned, which inhibits free shipping, and, as a plain corollary, free buying. The proposed system of inspection might prove a prudential auxiliary to the chief remedy. Let not, therefore, the movement in behalf of a system of inspection dwarf or obscure the main cause of complaint. Official information will not warrant any such conclusion. Accusations against the companies predicate the evils on the prohibition placed upon free shipping and free buying by the railway companies, thus giving to the great elevators exclusive privileges in the buying and shipping of grain. This is the root of the whole matter, the difficulty in grading is but a sprout which comes from this root of evil. Under the present system the man at the elevator is king, and a system of inspection alone will not dethrone him so long as he holds exclusive shipping privileges. In the days when every merchant in town was a buyer, and every man who chose had his flat warehouse and received cars to ship, little was heard about the present complicated system of grades. The new expedient of a grand elevator system has gradually banished all the small competitors, and the great elevators are left monarchs of all they survey.

That large elevators are a convenience in the movement of grain no man will deny. That they will be built and operated under an open and free system, is amply proved by the experience or all other states.

But when some of the roads declared no one should have the privilege of shipping but through a 30,000 bushel elevator, they virtually enacted a sumptuary law. The vital principal is, that railways are public highways, constructed for the benefit of the people, of whom each individual has a right to claim equal privileges in the matter of shipping and transportation. There can be no favored parties as the companies have determined these elevator men shall be. The result of this system of favoritism has been to kill competition and drive out the independent buyer. This, it is continually asserted to this office, is the foundation and essence of the evils complained of. The roads have actually assumed to forbid competition in the purchase and shipping of wheat. No law on earth can control the single elevator man who alone buys and who alone possesses the privilege of shipping from a station. He is a law unto himself. The present system has reduced the number of actual buyers who control the markets of the state to a very limited number. They confer together every day. The telegraph and telephone make their action a unit.

This syndicate of men are practically present at every station, controlling prices and grades. All other competitors have long since disappeared, under the operation of the cast iron rule. It was the little buyer with his flat warehouse, and the merchant who were formerly buyers, and who, like the regulator in a watch, adjusted the markets and the grades. Under that free and flexible system, grades adjusted themselves, and there were no complaints. The Mississippi river towns, from Hastings to Brownsville, are open and free markets, everyone buying who chooses, and everyone shipping that desires, and not a complaint has ever come from a single one of those places. The record shows that they have paid the highest average price for grain and with no complaints as to grades. This is a proof of the benefits of commercial freedom, which blows the theories of the railways to atoms.

Under the existing system, prices and grades are dictated exclusively by the selfish interests of one party, while the other is not invited or permitted to take part in the transaction. Such things occur in no other business transactions of life. The railway rule has organized this exclusive elevator system, into one great monopoly. Where there should be numerous competitors there are none.

If it be said that the elevators are open and free to all who desire to ship grain, that they are in fact public elevators, the reply is, first, that where the parties owning and running them are themselves engaged in the purchase and shipping of grain, they are substantially private grain houses to all intents and purposes. Such are the elevators belonging to the Millers' association. Nor are there any which are not run exclusively in the interests of those owning or leasing them. Again, if an outside buyer has purchased, and desires to realize by shipping, he is refused cars on one pretext and another, till annoyed and discouraged, he is at last "frozen out," and retires from a contest where further effort is useless. This is the history at numerous stations where we have examined the condition of things. Our law should more specifically declare that elevators shall be public elevators, and prescribe severe penalties for any evasion of their duties as such.

Elevator men should have no rights superior to those of other avocations. They should expect to put their money into the enterprise subject to all sorts of competition, as other men do in other pursuits. The true reformatory measure is to throw the whole business open to free competition and let it regulate itself, like other avocations, on the basis of free trade. Instead of building up a few favored men who at present control the whole business of shipping grain, let all enjoy an equal opportunity of buying and shipping if they may so choose. This constant solicitude for the welfare of the elevator men, while the farmer is shorn and forgotten, looks bad. By rendering the business free to all they will inaugurate a policy which, instead of making a few men wealthy, will add to the wealth of men generally, and so stimulate business for themselves and for the people. The wealth of the railway is the wealth of all of its customers. Every man cannot build an elevator which costs from five to ten thousand dollars; he must not, therefore, be prohibited from the shipping of grain in his own way because he is poor. We deny that the elevators, as run, are free to all. The present system exposes the roads to the charge of collusion with the elevator men, and the methods prevailing justify the charge. Every consideration, therefore, of public policy would open the widest privilege to those desiring to ship grain. These are some of the strong practical points which go with the legal ones presented in the commissioner's report for 1882.

In view of all the facts, and the increased hostility of the public against the existing rule of the roads, and as a matter of sound public policy, it is again urged that such legislation be had as will compel the companies to perform their duties as common carriers. Our neighbors, Iowa, Wisconsin and Illinois, have, and enforce, just such a measure as is here respectfully recommended. Indeed, in no state in the Union does such an arbitrary rule prevail as in Minnesota and Dakota.

ALL AROUND THE GLOBE.

The latest reports from the mining districts of Pennsylvania, indicate that the late strike is a failure, many of the miners are still working.

Chas. Murray, the Californian who fired two shots in a saloon at John W. Bunting, in Toronto, has been sentenced to three years in the penitentiary.

Capt. Handy, of the United States navy, died suddenly at Farboro, N. C., yesterday

Michael Beck, an inmate of the charitable institution of Detroit, Mich., was struck by a locomotive yesterday and fatally injured.

Obstructions on the track of the New Orleans & Northwestern railroad, near Purvis, Miss., threw the entire north bound express train from the track, and killed the engineer and fireman. Names not learned.

A crew of the life saving station at Cape Hatteras rescued the captain and crew of a brig after they had been dashed to the rigging for five days without food or water.

The Indiana hotel keepers met in Indianapolis yesterday and organized a state association.

The Mackey-Bennett commercial cables were opened to the public at midnight last night.

Gen. Hazen, of the signal service bureau, has written a book entitled "A Personal Narrative of Battles," which will be published early in March.

At Franklin, Pa., in a fight at the Valley depot last night, Jacob Boyles was fatally stabbed by a man named Magee.

By order of the mayor of Connecticut the Salvation Army was arrested at that place. Three men and two women were arrested charged with parading the streets without license.

LONDON, Dec. 23.—Gen. Wolseley reports the delay in the concentration of troops at Koxti will retard manœuvres in the desert until the second week in February.

IT HAS TWO SIDES.

The Traverse and Wilmot Accounts of the Roberts County Troubles Vary Materially.

Our Wilmot Correspondent Willing to Back His Assertions by Two Hundred Affidavits.

[Special Telegram to the Globe.]

THE WILMOT VERSION.

WILMOT, Dak., Dec. 23.—The following is a correct account of the trouble in this, Roberts, county in relation to the county seat matters:

The county was organized in July, 1883. The commission appointed by Gov. Ordway located the county seat temporarily at Traverse, platted upon land owned by two of the commissioners, and situated within half a mile of the Minnesota line. At the last election, the same being the first general election after the organization of the county, the question of the permanent location of the county seat was submitted to the people. The towns of Traverse and Wilmot were voted for. Traverse received 255 votes, and Wilmot 389 votes, out of a total of 644 votes cast in the county. Upon this question the canvassing board, composed of W. K. Weaver, county clerk, an appointee of the commissioners, and an importation of Gov. Ordway; A. W. Ballon, also an appointee of the board, and Charles Crissey, of the commissioners and an owner of the townsite of Traverse, and one of the firm of Becker, Chadborne & Co., of Brown's Valley, Minnesota, met on Nov. 11, 1884, and proceeded to canvass the votes. In order to count the votes in such a manner as to give Traverse a majority of them for the county seat, the canvassing board threw out the returns from Lake and Garfield townships, after doing which Traverse was shown to have received thirty-three majority. Lake township was thrown out on the ground that the judges of election there adjourned for dinner upon election day, and Garfield upon the verbal statement of a citizen of the county that he was at the polls and did not see the judges and clerks sworn, while the poll books showed the contrary. A mandamus proceeding was immediately instituted by the citizens of the county against the canvassing board, but it was quashed upon technical grounds. A second suit of the same nature failed, for the reason that service could not be obtained upon the canvassing board, who had absconded. The county officers, who had been counted out by the action of the canvassing board, then qualified and by command of the commissioners and the officers entitled by law to the custody of the records, the sheriff, accompanied by a posse, went to Traverse on last Saturday morning and removed the records and safe to Wilmot. They were orderly and quiet, though determined. They were not drunk, as appears from the accounts published in the *Pioneer Press*, nor was any private property taken or any wanton injury committed. This is a correct account, and can be supported by the sworn statement of 200 men.

[Special Telegram to the Globe.]

LATEST FROM TRAVERSE.

TRAVERSE, Dak., Dec. 23.—Things have been at about a standstill to-day. Last evening Deputy United States Marshal Johnston, of Fargo, arrived here with warrants for the arrest of the persons who overhauled the mail. This morning, accompanied by Sheriff Cummins and Deputy Pelham, the marshal started for Wilmot. He has just returned with four prisoners, H. H. Houghty, Albert Deoves, K. Knudson and W. W. Boyes. He will take the morning train for Fargo. The adjutant general of the territory arrived on this evening's train. He is sent by the governor to consult with the sheriff of this county in regard to furnishing troops. The men under the command of the sheriff are willing to assist him in serving his papers and think themselves sufficiently strong to do so. The sheriff hesitates to attempt this with citizens of the county alone, as it surely means a fight. He thinks the presence of troops would save bloodshed. The deputy marshal said he found Wilmot filled with armed men, and advised the sheriff not to attempt using the force at hand, as it would bring on a regular battle, with the odds against the attacking party, but wait for the troops, whose presence he thought would save a fight. The citizens of Traverse are becoming indignant at the delay. Business is entirely suspended. A sufficient force is here to defend the town against an attack.

CLEVELAND'S RECEPTION.

The Governor Pays Off His Social Obligations by Receiving His Friends at the Mansion.

[Special Telegram to the Globe.]

ALBANY, N. Y., Dec. 23.—A delightful reception was given this evening by Gov. Cleveland. This is the third given by the governor during his term of office, but at neither of the former ones were ladies in attendance. This fact is explaned by the information that the governor being a bachelor, and his sisters being at the time absent, from the governor's mansion, he confined his invitations to gentlemen, but during the time he has occupied the gubernatorial chair he has enjoyed the hospitality of many of the citizens of Albany, Buffalo and Troy. To pay the social obligations which these hospitalities imposed upon him, Gov. Cleveland lately issued invitations to all persons who had entertained him in the three cities named to attend a reception at the governor's mansion last night.

In response to these invitations about 300 ladies and gentlemen thronged the mansion, and between the hours of 9 and 12 enjoyed themselves in social intercourse and dancing. At 9 o'clock the invited guests began to arrive. They were presented to Gov. Cleveland in the parlor where he was notified of his nomination for the presidency. Col. Lamont, the governor's private secretary, Gen. Farnsworth and Col. Haliday presented the guests to the governor, who in the reception was assisted by his sisters, Miss R. E. Cleveland and Mrs. Hoyt.

The mantels were all banked with cut flowers, and there was a profusion of palms and rare plants in the halls and on the stairways. A full orchestra supplied the music in the library, where the younger guests enjoyed themselves dancing. When the refreshments were announced Gov. Cleveland escorted to the dining room Mrs. Walter Carey, of Buffalo, who gave a dinner to the governor on the occasion of his visit to that city during the late presidential canvass. The toilets of the ladies were notable, and nothing occurred to war the pleasures of the occasion. Mrs. J. E. McElroy and Mrs. J. H. Hainesworth, sisters of President Arthur, who reside at Albany, were among the guests and received much attention from many of the distinguished persons present. The guests from Buffalo arrived this morning in a special car, and during the day called on Gov. Cleveland in the executive chamber. They were received very cordially and remained at the state house several hours.

It is said the distribution of invitations to the reception has created much dissatisfaction among many Albany Democrats. They complain that not only Independent Republicans but Republicans who worked to defeat Gov. Cleveland, in the late campaign, were remembered while they were forgotten, but the governor's friends explain the apparent slight of his political friends by saying that invitations without regard to politics of the person invited were extended to all persons in Albany, Buffalo and Troy, who have paid to him social attentions since his inauguration and that he took his method of paying all his social obligations at one time on all hands. However, it is conceded that the reception was successful in every respect, and was the greatest social event of the season.