TALK OF A NEW LINE.

General Belief That the Grand Trunk Will Extend Its Midland Branch to the Straits.

Credence Given to the Report of the New Deal Between the Union Pacific and St. Paul.

Report Current That Work on the Winona, Alma & Northern Will be Resumed.

A Northern Pacific Appointment and Its Land Sales for the Month of July.

A Line from Ocean to Ocean.

The announcement made yesterday morning, that the Grand Trunk Railway company intended extending its Midland branch to the straits of Sault Ste Marie, to those railway men who would be interested in such a scheme, was regarded as the inevitable. The extension has long been projected by the Grand Trunk, and now it is generally believed it will build within the next year or two. The Midland branch of the Grand Trunk at present extends from Prescott to a point ten miles beyond Midland, on Lake Simcoe, in Ontario, and if such an extension was made there would be a junction formed with the Canadian Pacific at a point directly north of the northwestern corner of Great Mountain island in the Georgian bay. From there the line would run in an almost westerly direction to the "Soo." Here connection would be made with the Detroit, Mackinaw & Marquette, which line is completed from Ste. Marie to Humboldt. The uncompleted part from Humboldt to Ashland leaves a gap of about 125 miles, which, with the distance from Midland to the "Soo," would make about 325 miles of line to build before a through unbroken line could be had.

When the Grand Trunk projected such a line it did not really have any use for it, as it had no other competition to the West, but now that the Canadian Pacific is completed around the north shore of Lake Superior the Grand Trunk must make some move or its shipments to and from the Northwest will

CUT A SMALL FIGURE

in its total traffic. Since the Canadian Pacific was completed the earnings of the Grand Trunk system have decreased over 25 per cent., and it now notices the fact that it must do something to redeem itself and that quickly. By the extension of its Midland line it would have a monopoly which no other line could effect. The Grand Trunk, for some time past, has been using the St. Paul & Duluth line as a part of its through route to Winnipeg from the East, when shipments were made by water, and in return the St. Paul & Duluth has given the Grand Trunk the bulk of its flour and grain traffic for shipment by what is virtually its boat line from Duluth to Sarnia. But should the proposed extension be made by the Grand Trunk road most of the grain shipments would be made by rail, which would lessen the distance to the seaboard about 400 miles or more from the Northwest.

This would enable the Northern Pacific to ship direct to the East, and would form another transcontinental line, the shortest route from ocean to ocean. This new line would be on even terms with the Canadian Pacific to battle for British Columbia business. The only point any difficulty would be experienced in reaching would be Winnipeg, as the Canadian Pacific would doubtless put as many obstacles in the way of the Grand Trunk as would be possible to prevent a rapid delivery of freight. The Canadian government does not permit any American line to extend its system into its dominion, and it would devolve on the Grand Trunk to build a line from Winnipeg to Emerson, a distance of sixty-two miles, and this done, the Canadian Pacific would no longer be in the position to dictate terms so unrailroad-like as it has been doing. Though all the arrangements may not be completed for some years yet it is a foregone conclusion that the line and connecting lines will be extended as stated.

A Worthy Appointment.

James McCaig of the general manager's department of the Northern Pacific line has been appointed agent at Butte, Mont. Mr. McCaig has been with the company now for a number of years, coming to St. Paul three years ago from New York, where he was connected with the company there. He is a bright and thoroughly well-posted young man, possessing all the qualities which are essential to rapid advancement. In his new position Mr. McCaig will have direct charge of the freight and passenger traffic originating at that point. As a freight station it is one of the most important ones on the line, and the most important as an ore-shipping station, it being in the center of the richest mining regions of Montana, and the appointment is a most important one. All his acquaintances in the Northern Pacific office and other railway offices in this city congratulate him, and extend their heartiest wishes for his future success.

Will Resume Work.

A well-known railway official, who has just returned from Red Wing, says a report is current in Purce and Pepin counties through which the Winona, Alma & Northern is surveyed and partially graded, that construction work will be resumed on that line Aug. 15, and pushed with all possible speed until the close of the season. This report is traced to right-of-way agents who have been through these counties within the past few days closing up arrangements for right-of-way. Should the reports prove authentic, it will go toward establishing the correctness of the predictions made by the GLOBE over six months since, that the Chicago, Burlington & Quincy interests have been and are the virtual backers of this enterprise. The rumor that the Winona, Alma & Northern would probably cross the Mississippi at Diamond Bluff, between Red Wing and Prescott, is no doubt without foundation, because considerable grading is done between Diamond Bluff and Prescott, and a more reasonable theory would be that the line will cross the Mississippi at Prescott and enter St. Paul over the Minnesota & Northwestern track from a junction above Hastings. Stillwater would no doubt be reached by a branch from Prescott on the west banks of the St. Croix, parallel with the Milwaukee & St. Paul from Camp Douglass.

Special Funeral Rates.

Special to the Globe.

CHICAGO, Aug. 1.—A meeting of the Chicago Railroad association was held for the consideration of rates to the Grant funeral and celebration. It was agreed to make a half fare from Chicago and return on all lines belonging to the association to parties of ten or more, members of soldier organizations of the Grand Army of the Republic in uniform, or wearing badges, tickets to be sold on Aug. 4 and 5, and good to return until Aug. 14. It was also decided to make a special of one and one-third fare to all parties desiring to attend the services at Chicago, tickets to be on sale Aug. 7 and 8.

Believed to be So.

Special to the Globe.

OMAHA, Aug. 1.—The published rumor that negotiations are quietly pending between the Chicago, Milwaukee & St. Paul and the Union Pacific for the sale of the former's Chicago & Omaha line to the latter company has naturally excited a great deal of interest here. Notwithstanding the assertion of a prominent official of the Union Pacific in Boston, supposed to be Charles Francis Adams, that there is nothing in the rumor, and in spite of the professed ignorance of the officials of the Union Pacific in Omaha, people of this city believe there is considerable truth in the report. It stands to reason that if anything of the kind were under consideration parties interested would deny it, as they would not wish the public to know anything about it. It is believed, however, that the scheme is on foot and that desperate efforts will be made to consummate it. A prominent railroad man says as the matters now stand the Union Pacific is virtually cut off in its competition for freights shipped from Chicago to Nebraska points, without putting rates so low that the company would lose money, with the Chicago & Northwestern extending its branches into the northern part of the state and with the Chicago, Burlington & Quincy covering all the southern country and running clear through from Chicago to Denver, tapping the Union Pacific at four different places. They will sap the life out of that road, unless it can get a continuation of its line to Chicago by buying the Chicago, Milwaukee & St. Paul's Omaha and Chicago line.

Another Decrease.

Special to the Globe.

CHICAGO, Aug. 1.—East-bound shipments for the week show a decrease of about 3,000 tons, due to hot weather, troubles between Eastern trunk lines and rates disturbing Vanderbilt's movements on the stock exchange. The tonnage for the week was: Flour 2,134 tons, grain 7528, provisions 7,828; total, 17,490 tons; total last week, 20,543.

New Freight Route.

Special to the Globe.

CHICAGO, Aug. 1.—The Vandalia people have opened a new route to St. Paul and Minneapolis. Freight is forwarded from Terre Haute via the Illinois Midland to Decatur and thence via the Illinois Central and Minnesota & Northwestern direct to St. Paul. This new Stickney route from Mona promises to become a first-class demoralizer unless speedily taken care of.

The Money Order System.

The Northern Pacific express company has adopted the money order system of the United States express company, and has extended its use over the entire line. This is really a furtherance of the consolidation between the two express companies, and while its use is of the greatest value to the general public, it is the securing of an advantage over the Wells Fargo by the Northern Pacific express company. The Wells Fargo has the facilities to cash the business, but has not the facilities for issuing the orders.

Coal Rates West-bound.

The Milwaukee & St. Paul and Minneapolis & St. Louis roads have issued a joint special tariff on hard coal and coke in carloads from Chicago, Milwaukee or Racine at the following rates per ton:

Humboldt	$4 00	Merriam Junc.	$2 50
Fort Dodge	3 50	Waseca	3 50
Ogden	3 00	Redwood Falls	3 60
Angus	3 00	Watertown	4 00

The above rates are very low compared with the rates of former seasons, being a reduction of about 15 per cent.

Land Sales for July.

The land sales of the Northern Pacific Railroad company for the month of July were 38,660 acres for $151,210, against 25,610 acres for $134,989 for July of the preceding year, an increase in sales of 13,050 acres. The number of acres of land sold in each state was as follows:

Dakota	14,440 acres.
Minnesota	3,795 acres.
Montana	11,869 acres.
Washington Territory	8,556 acres.
Total	38,660 acres.

The sales in all instances were made for actual settlement.

General Notes.

Fourteen carloads of cattle and one carload of horses were shipped from Sprague, W. T., by the Northern Pacific road, consigned to Helena, yesterday. Another shipment of fourteen carloads were shipped over the same road yesterday from Miles City by I. W. Cowles, consigned to the same at Chicago. The cattle will be fed at Jamestown, and be shipped by the Milwaukee & St. Paul from Minnesota Transfer.

On the Northern Pacific train which left at 4 o'clock yesterday were about fifty tourists from Boston and a car load from Clinton, Ill., all bound for the Yellowstone park, traveling on the $120-book ticket issued by the Northern Pacific passenger department.

A. E. Johnson, Northwestern and steamship agent, returned from a month's stay at Lake Pepin yesterday. The sun got in its work, and he will have to use cold cream for some time to get his former pale, but handsome, complexion.

Maj. A. G. Postlethwaite, comptroller of the St. Paul & Northern Pacific, went to Little Falls last evening. He will return to-morrow and leave for Chicago in the evening.

General Passenger Agent Teasdale of the Omaha road returned from a trip of inspection of the offices along the Northern branch of the line last evening.

D. K. Ford, general claim agent for the Nortgern Pacific line, returned yesterday from Duluth.

General Superintendent Whitman of the Omaha road returned last evening from Duluth.

River Miscellany.

James Muir of the firm of Muir Bros., railway tunnel contractors, returned from the Mountain division of the Canadian Pacific line yesterday. He had nothing more to report than what was published in the GLOBE a couple of weeks ago, when Mr. Muir was interviewed by a GLOBE correspondent at Winnipeg.

The river fell an inch yesterday, making four and four-tenths feet above low water mark.

The Sidney of the Diamond Jo line will depart Tuesday at 9 o'clock for St. Louis.

The Cleon will take an excursion party to Fort Snelling to-morrow afternoon.

The St. Paul of the Davidson line will clear Tuesday morning at 10 o'clock.

The War Eagle of the Saints line cleared at 2 o'clock yesterday morning.

Movements of Steamships.

Special to the Globe.

DULUTH, Minn., Aug. 1.—Arrived: Wallace, Alcona, Alta, Egyptian, Pelican, Raleigh, Lucern, Glasgow, all coal. Cleared: Empire State, Kasota, Niagara, Foster, City of Rome, Red Wing, Guido, Pfister.

BOSTON, Aug. 1.—Arrived: Steamer Cephalonia, from Liverpool.

NEW YORK, Aug. 1.—Arrived: Steamer Republic, from Liverpool.

LONDON, Aug. 1.—Passed Fastnet: Steamer Aurania, from New York for Liverpool. Passed Scilly Islands: Steamer Amerique, from New York for Havre.

So mething About Sunstroke.

New York Health Board's Circular.

Prevention—Don't lose your sleep; sleep in a cool place; don't worry; don't get excited; don't drink too much alcohol; avoid working in the sun if you can; if indoors, work in a well-ventilated room; wear thin clothes; wear a light hat, not black; put a large green leaf or a wet cloth in it; drink water freely and sweat freely; if fatigued or dizzy, knock off work, lie down in a cool place, and apply cold water and cold cloths to your head and neck.

Cure—Put the patient in the shade; loosen his clothes about his neck; send for the nearest doctor; give the patient cool drinks of water or black tea or black coffee, if he can swallow. If his skin is hot and dry prop him up, sitting against a tree or wall, pour cold water over the body and limbs and put on his head pounded ice wrapped in a cloth or towel. If you can't get ice, use a wet cloth, and keep freshening it. But if the patient is pale and faint and his pulse is feeble, lay him on his back, make him smell hartshorn for a few seconds, or give him a teaspoonful of aromatic spirits of ammonia or tincture of ginger in two tablespoonsful of water. In this case use no cold water, but rub the hands and feet and warm them by hot applications until the circulation is restored.

The habitual use of pills is a sure means of ultimately undermining health and laying the foundation for some of the most distressing cases of chronic maladies. Use Dr. Jones' Red Clover Tonic, a purely vegetable remedy, which tones and regulates the system, enriches the blood. It cures all diseases of the stomach, liver, blood and kidneys. Can be taken by the most delicate. 50 cents. P. J. Dreis.

LIFE.

Day breaks upon the world,
And people rise from sleep;
Man goes off to his toil,
And woman stays to—sweep.

THE FIRST DAY.

Opening of the System of State Grain Inspection at St. Paul and Minneapolis.

Elevator and Men at Neither Place Crowd Each Other for Public Warehouse Licenses.

Inspection of Old Wheat Under the Old Rules--No New Wheat in Market.

What Grain and Elevator Men Say About It--Interview with Commissioner Becker.

In St. Paul.

At the office of the chief inspector and registrar, in the Drake block, it was reported that three cars of wheat and one of corn had passed under state inspection, and the machinery had been found to be in working order. It was said that no elevator had taken out the license, but it was thought this was due to the fact that the law will not be in its fullest operation until the new wheat begins to move, and before that time nearly all at the terminal points would have taken out the document necessary to make them public warehouses.

"We shall conduct the business of the St. Paul Warehouse and Elevator company without a license," said M. W. H. Timmerman of that company yesterday, "for we believe that from the nature of our business our customers can be better served under this system than by the public state warehouse system. We have bins of all sizes, and grain in lots of almost any size can be received and kept separate, and as there is

LITTLE BUSINESS DONE

in St. Paul, except in direct buying and selling of grain actually on hand this will fully answer our purpose. In Minneapolis and Duluth, where such a bulk of the trading is through the chamber of commerce, this will be impossible and the elevators must do a general warehousing business."

Mr. Timmerman said that it was his understanding that even if the licenses were not taken out, the elevators in St. Paul and other terminal points would receive wheat that had been subject to the state inspection. This would necessarily be so at points where a part of the elevators were licensed, as it is, by the law, the duty of the state inspector to pass upon all grain on the track at the terminal points unless it be distinctly marked by the owner that it is not for public elevators. The inspector would not know which cars were bound for non-bonded elevators. For elevators doing a private business, however, the state inspection would be of little or no advantage, as the business could be done just as satisfactorily without it, and the 25 cents per car load for inspection fees would be saved.

Mr. Timmerman further said he thought elevator men at Minneapolis and Duluth had objected to coming under the law until the new rule, known as the dockage rule, was adopted, but now their objections were largely removed, and nearly or quite all would take out the license.

A COMMISSIONER SPEAKS.

Gen. Becker said yesterday that while there were elevators at St. Paul, Duluth and Minneapolis that had not applied for the license necessary for public warehouses, he expected that nearly all in the three cities would do this before the new crop begins to move. If this was not done the elevators could do simply a private business, not allowing any grain received to lose its identity by being mixed with that belonging to other owners. Such warehouses would not receive the benefit of the state inspection and weighing, nor would they get any benefit from the standard grades established. One firm in Minneapolis that owned a line of elevators, and at the terminal point handled only their own grain, would probably not take out the license, but simply continue to do a private business. The others at Minneapolis and all those at Duluth, he thought, would at once take out the license. He believed the elevator men were disposed to give the new system a fair trial. It was very possible, even probable, that the law would not be found to work to perfection and changes might be necessary at the next session of the legislature. The importance of the change on such a prominent feature of the business of the state, he believed, was appreciated by the elevator men no less than by the commissioners.

In Minneapolis.

The state grain inspection officers took their places in Minneapolis yesterday under the operation of the new law. Their presence, under the change, was the only thing new. Chief Deputy Inspector A. C. Clausen and his force opened up their office at the corner of Washington and Fourth avenues south, and inspected five or six small lots of wheat. The testing and weighing instruments are new and pretty, as an old grain dealer remarked, and the show has just opened. Allured by the bright red signs, plenteously bestowed upon the stairway, a crowd of people filled the office all day and—gossiped. As the old rule for inspecting the old crop will obtain until Sept. 1, there is nothing of interest or importance in the ordinary grain inspection, which progressed as usual.

AMONG ELEVATOR MEN

there is considerable discussion just at this time, and all is not as lovely as would appear on the surface. Under the decision of the commission private elevators must take out licenses as public warehouses or their grain will not be inspected. With many of them it would be a positive hardship to throw open their storage room to the public on the one hand, and an equal hardship on the other to be deprived of inspection in case they prefer private business. It was reported here, yesterday, that the Central elevator had applied for a license, but if so it was alone in this particular, as the others are not ready to announce their course.

"There are three elevator firms that will be compelled to remain private," said a member of the firm of Van Dusen & Co., "they are ours, H. W. Pratt & Co. and the Northwestern Elevator company. We cannot sacrifice our private business. If we become a public warehouse our country business will be cut off entirely. The Millers' association, for instance, could fill us up in a day, and our eighty-five receiving houses in different parts of the Northwest would be left out. Some of the wheat now in store here has been so since last fall, and, as it may be stored at the pleasure of the owner, we might be blocked up in a moment. We could not refuse to take grain as long as we had any room, so there would be an end of all private business."

"Will you then continue as private warehousemen?"

"I am not prepared to say that, for we have arrived at no real conclusion. There are several things to be considered at length. I don't think any of the elevator men are prepared to act, just at once."

"If you remain private, what will you do about inspection?"

"Nothing; just sell by sample."

At H. W. Pratt & Co's about the same thing was said, and the speaker added: "There is no immediate rush, and we are content to take our time to make up our minds." At the office of the Northwestern Elevator company almost the same report was made. Mr. Robbins was in St. Paul all day, probably conferring with the commission, and in the evening went directly to his home at Merriam Park. One of the office men said: "I can't say whether we will have sufficient storage room for our own and a public business too, but if it comes to a choice, I think we will remain as we are."

"What about inspection?"

"We will sell by sample without certification. I think we are entitled to inspection, if we wish to sell by grade, in spite of the decision. An opinion is very prevalent among private elevator men that the commission cannot refuse us an inspection as long as we pay for it. That, however, is a matter for the future."

"Will there be any concerted action by the elevator men?"

"Not that I know of. Every elevator will know what is best for its business and act accordingly."

It was reported from other sources that the view was quite general that the decision to inspect no wheat on elevator tracks would not be insisted upon. The commission men seem all very well satisfied. They say the law pleases them, and they have not an objection to it.

SECRETARY STURTEVANT'S VIEWS.

"I have heard nothing from Duluth today, and will get no reports until Monday," said C. C. Sturtevant, secretary of the chamber of commerce, "but unless one was opened there, there is not a public elevator in the state to-day. The new law has no effect, just yet, as the old crop will be inspected under the old rules. However, it makes comparatively little difference to Minneapolis, when one comes to consider it, for less than one-fourth of the grain that comes here goes through the elevators. The mills take all the rest and they collect it in their private bins in the country and send it in just as they want it. An inspection, with its accompanying charges for cleaning, is an imposition on the mills, or would be, if they had it, because it is an expense of about 2 cents a bushel all for nothing. They don't care for the cleaning, as they have to do that anyhow, and they make the cost in the screenings. In Duluth, where there is no consumption and all storage, is where it counts, but not here."

Relieving the Government.

Special to the Globe.

NEW YORK, Aug. 1.—The circular issued by the committee of the clearing house association and addressed to the banks in all the principal cities of the country, requesting their aid in disbursing, as far as they are able, the fractional silver coin, "of which there are now lying in the treasury some $30,000,000," and thus enable the New York banks to relieve the government in its present exigency for gold, has been responded to from nearly every state in the Union. Pennsylvania, Delaware, South Carolina and Maryland. Many of the applications are from savings banks, and are frequently accompanied by a request for information as to the cost of shipment of the silver from this city. This is particularly the case with Western and Southern banks. For their information, United States Treasurer Jordan caused this circular to be printed: "The assistant treasurer of the United States at New York will receive deposits for fractional silver coin, and will forward the coin himself, if the place of destination is near to his office, and he will forward his certificate, issued for the deposit, to the sub-treasury nearest to the destination of the coin, for shipment free of expense to the consignees." This regulation applies when the sums are $500 and over." Many instances have occurred where Southern and Western banks have sent checks for fractional silver direct to the manager of the clearing house. They have been turned over to the sub-treasury to act on. To avoid further misunderstanding on the point the clearing house to-day issued this: "The clearing house does not distribute fractional currency. The drafts should be sent to the assistant treasurer at New York."

Counting the Documents.

Special to the Globe.

WASHINGTON, Aug. 1.—A count of the public documents stored at the capitol and the rented building used as the document room of the house of representatives has just been completed. It was found that there are about seven hundred thousand public documents stored there, some of which have been there for thirty years without being touched. But few members sent away the proceedings of the Forty-second congress, which is the one that passed the back-pay bill, and over which there was such a universal condemnation. They preferred that their constituents should be kept in the dark, as much as possible, in regard to their votes on that bill. It appears, also, that there has not been such a general demand for the agricultural report as some persons believe for some years. As many as 10,000 have been left undistributed. Sixty thousand copies of a report made by Senator Blair's committee on capital and labor have recently been received by the document room and will soon be distributed. This is outside of the number that will be distributed by the senate. The document consists entirely of testimony taken by Senator Blair's committee in their tour throughout the country during the strike of the telegraphers.

After the Consuls.

Special to the Globe.

WASHINGTON, Aug. 1.—Secretary Bayard has carefully gone over the entire consular list during the week, and has made a thorough examination into the records of every consular officer on the entire list. As a result, he is preparing a list of charges, and it is more than likely that when the senate meets in December, it will have more nominations in the consular service to act upon than in any other branch of the government. The secretary has discovered in his investigations that there are some twenty or more consuls whose removal would seriously injure the efficiency of the service. The criterion of the efficiency of a consul is his ability to make valuable reports. In this respect, the gentlemen filling the posts at Crefeld, Germany; Havana, Cuba; Marseilles, France; Bradford, England; Leith, Scotland; Antwerp, Belgium, and Palermo, Italy, rank with the highest, and it will be useless for would-be consuls to apply for any of these places at present. There are upwards of 100 applications for the Havana consulate. Secretary Bayard's object is to improve the tone of the service and to relieve it from the charges of inefficiency and corruption which have been so common in the past.

Coasting in August.

St. Nicholas.

It was on the afternoon of the very warmest day in August that the children came running to me crying:

"There are some boys and girls from the village on the hill, and some from the hotel on the mountain, and they have all brought their sleds."

It seemed such a puzzle to me, that I rose and went out to see what was going on.

When I reached the spacious balcony, I was almost convinced that the whole valley had been bewitched.

There were gathered at least twenty children and half a dozen sleds. The boys were dragging the sleds up the steep slope of the hillside that rose from the road in front of the house, while the girls followed after as well as they could.

It was not by any means an easy feat to climb this slope.

Though at a casual glance it seemed as soft and velvety as a well-kept lawn, it was to the unwary a delusion and a snare. The midsummer sun shines down upon the Adirondack mountains with as much ardor as on the city streets. Though the nights are cool, frequently even cold, there are no dews, and usually but little rain. So the short, thick grass that grows abundantly upon the sides of the lesser mountains, or, more properly speaking, the foot-hills, becomes somewhat parched and smooth, and as slippery as ice. The children, then, had before them quite an amount of hard walking, but those children were like mountain-goats, hardy, willing, and able to climb anything.

I watched them with interest. At last the top was reached. Then the sleds were turned upside down and the runners were rubbed vigorously with candles; this completed, the sleds were put in proper position again, three children seated themselves on each, and a gentle push started them down the slope.

How swiftly they came! The slope was steep, but smooth; not a rock, stump or stone on its surface; there was no danger, and the sleds stopped on the sandy road.

For two long hours this colony of children coasted—till the grass was worn almost to the roots, and the supply of tallow (which is indispensable for this midsummer coasting) was exhausted.

After all the little ones were weary, we older people joined in the fun. I own to having made the descent but once—that was quite enough for me.

I never before had heard of this novel amusement; but startling as it seemed at first, the novelty soon wore away, and I became quite accustomed to the sight and sounds of coasting in midsummer.

GRANT'S BIRTHPLACE SOLD.

The Frame Building in Ohio to be Moved to a New York Park.

Arrangements for the Funeral--A Valuable Portrait in Chicago.

Grant's Birthplace.

CINCINNATI, O., Aug. 1.—It is reported here that Michael Hirsch, owner of the building at Point Pleasant, O., in which Gen. Grant was born, has sold it for several thousand dollars cash. If true the building, which is of frame, will be removed to on eof the New York parks.

Plans for the Funeral.

NEW YORK, Aug. 1.—Applications for positions in the funeral cortege and offers of personal service for staff and other duties connected with the military escort on the occasion continue to pour into Gen. Hancock's office on Governor's Island, and have necessitated the employment of several extra clerks and the appointment of Lieut. Lemley as aide on the staff to assist Capt. Young and Lieut. Allen in filing and recording the mass of correspondence. Admiral Jouett landed from a steam launch at 11:15 this morning, and had a long interview with Gen. Hancock in relation to the disposition of the naval forces under the admiral's command. A prominent official stated that the various men-of-war would be stationed at different points in the North river, and fire salutes during the progress of the funeral procession. The matter of the marines and sailors parading as a portion of the escort is not yet settled. A dispatch was received on behalf of President Cleveland asking for a position in the line. It is intended that the president and vice president, with the members of the cabinet, and also ex-presidents and ex-vice presidents and members of their cabinets will be invited by the Grant family to participate. Col. Fred Grant, in the application of Gen. Meade Post No. 1, G. A. R., of Philadelphia, that they be allowed the privilege of closing the services, granted the request, but on the appeal of the Rev. Dr. Newman for the same privilege, Col. Grant and Rev. Dr. Newman went to Gen. Hancock's representative and stated that it was the wish of the family that Dr. Newman be granted his request. The committee from Philadelphia reported the revocation of the order to their post, who feel sore over the change and have written to Gen. Hancock asking him to reconsider the matter. The general has referred the whole matter back to Col. Fred Grant. As the ceremonies of the G. A. R. immediately precede the religious closing services of the Rev. Dr. Newman, the matter will likely be allowed to remain as at present settled.

Gen. Hancock has notified the ex-presidents that President Cleveland desires their presence at the services. Ex-Presidents Arthur and Hayes have been invited. A communication was received from John B. Clark, clerk of the house of representatives, stating that twenty senators and fifty members, exclusive of the committee, wish to know if any provision has been made for them. The senatorial committee sent word that they would meet at the Fifth Avenue hotel on Aug. 8. James L. Wells of Rochester asked if it would be appropriate to have one-armed veterans lead the horses of the funeral car, instead of colored men.

Little Mac on Grant.

Special to the Globe.

CHICAGO, Aug. 1.—Gen. George B. McClellan and family, who have been guests at the Grand Pacific hotel, left yesterday for Colorado, and from there the general will make a business trip into Texas. In a general conversation with the reporter for the GLOBE the general expressed regret at his inability to attend the Grant funeral, which he thought would be the largest ever held in the world. Looking at Gen. Grant's death in a philosophical way, he thought it well that he died as soon as he did, and be through with his sufferings. His death was inevitable, and anyway it was but a question of a few days or weeks. Gen. McClellan with feeling referred to the courage of Grant in pushing on with his book while he must have suffered the most excruciating pain. He considered Grant one of the greatest generals the world had ever known, and ascribed the slighting manner in which the Parisian journals referred to him to the fact that a Frenchman could see no merit in anything outside of France.

Well Embalmed.

MT. MCGREGOR, N. Y., Aug. 1.—The leaden line about Gen. Grant's face yesterday was owing largely, the undertakers say, to the unfavorable lights and shadows in the room in which the body lay last night. Late last night when the casket was opened it gave forth to the senses no evidence of other than favorable conditions. Preparations are being used to remove the heavy, dark circles from beneath the eyes. The remains have been examined within twelve hours and the extremities and limbs were found to be fully under the control of the embalming preparations. Undertaker Merritt believes the body will be preserved in most excellent condition until long after the final leave shall have been taken of it.

A Valuable Portrait.

CHICAGO, Aug. 1.—Forty members of the Calumet club of this city have subscribed $200 each for the purchase of the painting of Gen. Grant by Le Clerc. It has been in the possession of the Calumet club since it was executed, and it will remain in Chicago. New York parties recently offered $10,000 for the painting and the club had about decided to accept the offer. It is a full length portrait of Grant and the general has said of it that it is the only likeness of himself which he considered good. It was completed three years ago, shortly before the death of the artist.

War Feeling Dead.

LANCASTER, Penn., Aug. 1.—Gen. Simon Cameron sent the following telegram to-day:

Donegal Farm, Lancaster, Penn.: Col. Fred D. Grant, Mt. McGregor, N. Y. I am glad to know that Gens. Johnston, Buckner and Gordon are going to act as pall bearers with Sherman and Sheridan. Your father's prayer for peace to his country has been answered and the last bitterness of the war wiped out forever.

SIMON CAMERON.

Chicago's Grant Monument.

Special to the Globe.

CHICAGO, Aug. 1.—The subscriptions to the Grant monument fund continue to come in. The general idea to erect a great bronze equestrian statue upon a granite pedestal, showing the dead hero as he appeared in one of the famous battles in command of the army of the Potomac. This is to be surrounded by four allegorical bronze figures, showing the progress of Grant from a lieutenant in the army to the walks of civil life, his response to his country's call in 1861, and his promotion to the highest office in the land. Upon the side of the pedestal of the main statue it is intended to represent the surrender of Lee and the fall of Ft. Donelson. To get up such a memorial will cost about $75,000, and it is expected that this amount will be raised by next Saturday, if the wealthy as well as the humblest citizens will come to the front in proportion to ability to give. Thus far nearly $40,000 have been subscribed.

Memorial Services.

Special to the Globe.

GRAND FORKS, Dak., Aug. 1.—The G. A. R. post announces that memorial services in honor of Gen. Grant will be held at the roller rink on Saturday next. Adjacent towns are invited to participate. The sermon will be delivered by Rev. Mr. Doron. Eulogies will be pronounced by Hons. Arthur Noyes and Arthur J. O'Keefe. Business will be wholly suspended.

Ex-Confederates in New York.

NEW YORK, Aug. 1.—The use of a parlor in the Hoffman house has been tendered to ex-Confederates for a meeting in reference to participating in Gen. Grant's memorial services.

An epicurean doctor says that in order to obtain the full flavor of butter the bread upon which it is spread should be introduced into the mouth with the buttered surface downward. This makes it important that a man should know which side his bread is buttered on, and that is difficult to find out in an oleomargarine boarding-house.—New Orleans Picayune.

BURGLARS ON SUMMIT AVENUE.

A Daring Attempt to Rob Manager Oakes' House.

At a little before 1 o'clock this morning a daring attempt was made to burglarize the residence of Mr. Thomas F. Oakes, vice president and general manager of the Northern Pacific railway. Mr. Oakes lives at 432 Summit avenue in what is known as the old Burbank place. Last night the family retired as usual, leaving some windows in the rear of the house open, the cases being supported on wire screens. It was by this means that an entrance was obtained to the dwelling. The family had all retired when about the hour named Mr. Oakes awoke and discovered that there was something going on, and he stole out of his room to the part of the house where he heard the noise. The burglar himself also discovered that something was up, and was about to leave the room when the two met in the doorway. Everything was dark, and Mr. Oakes was entirely unarmed. As soon as the men met they clinched. A short struggle ensued, during which the burglar drew his revolver and fired two shots, neither of which took effect. The shooting evidently aided his escape, as he broke from the grasp of Mr. Oakes and escaped through the same window he had entered. The inmates of the house by this time had become aroused and hastened to the scene of the struggle. It was then found that the unwelcome visitor had left a neat dark lantern convenient for carrying in the pocket. In the struggle it was found that a black cloth mask which the man wore was torn off and left behind. One of the bullets buried itself in the door. The police were called and the word sent to different parts of the city on the lookout for a small man, was the only description which Mr. Oakes could give. When discovered he had evidently only visited one room, out of which he stole some ear rings, a breastpin and some souvenirs.

A MODERN GODIVA.

The Midnight Ride of a Fair but Unattired Maiden.

Chicago Cor. N. Y. Telegram.

Thursday a Lady Godiva made a dash down Michigan boulevard, which has been the talk of every club in town. The lady in question is a resident of Gano street, the daughter of a well-to-do grocer, and the owner of a fine saddle horse. She is less than 21, pretty, graceful, agile, stylish, daring and an incorrigible somnambulist. Pursuing a course of education not unlike that used on Harriet Martineau, the young lady's mother provided her with a horse which she was allowed to ride three hours every day, provided her Latin, arithmetic, translations, sewing, reading and deportment were satisfactory. She has often been known to rattle off the conjugation of French verbs in her sleep and further than a little perambulating about the house gave her family no cause for alarm. Last Wednesday being a sort of off day her lessons, music and embroidery were ignored for the side-saddle, in which she spent the best part of ten hours. The recreation proved a surfeit and the exercise of the day was resumed in her dreams. It was hardly two hours past midnight when a little figure clad in a tall silk hat, a pair of riding gloves and an ivory hound whip, might have been seen leading a sleepy bay mare from the stable, very carelessly saddled. A short canter down the avenue brought rider and horse to the boulevard and just as they were about to take the bridle-path a mounted South park officer gave the salute, and his "Where are you going?" receiving no consideration, the reins were seized and "Flossy" was brought to a stand. The horse neighed, reared, and was about to resent the indignities of the intruder, when his mistress shrieked, swooned and fell over on the neck of the officer's sorrel. Three short, shrill notes of a whistle had scarcely been answered when four fellow-guardians appeared on the scene, who were not long in learning that the sweet equestrienne, who trembled with fright and shivered convulsively, was riding in her sleep.

A STRANGE CAVALCADE.

The girl pulled her long brown hair about her neck and shoulders and between her sobs begged them to "please take me home;" persisting, "This is not the way, dear officer; I live on Gano street, No.— Gano street, near —— avenue." Then she became hysterical and "believed she was going mad," but one of the officers kindly wrapped her up in his own blue blouse, and the graciousness with which she accepted the courtesy relieved his comrades of an apprehension. When Wabash avenue was reached another patrolman joined the party, and the strange cavalcade rode out into the moonlight and over to State street in search of a habit for the wild-eyed, simpering Lady Gay Spanker, who "didn't want to go that way because she was so cold and so afraid." Everything was as dark and quiet as Sleepy Hollow. The livery stables in the neighborhood were made fast and the leader was about to head for a drug store when one of the cavaliers sighted a saddlery shop, toward which the train moved. Here a couple of horse blankets were procured and the fair Mazeppa was soon transformed into a very barbaric looking maiden, the hat alone attesting her claim to civilization. Before the party turned into Gano street she had so far recovered as to ingratiate herself into the favor of her body-guard and a solemn promise was exacted that "it wont get into the papers." The blue coats were as good as their words, and not only have the reporters been scooped en masse but the identity of the lady sacredly concealed. Poor Flossy has been put out to pasture for the present and the somnambulist has had her bedroom fitted up with iron gratings which lock on the outside of the windows and doors.

A MORNING CALL.

WHEN SHE SPIED HIM COMING,

She wore a kerchief round her head
Her papered curls to hide,
The flounces on her skirt were torn,
Her slippers were untied,
Her jacket wanted buttons, and
'Twas not exactly clean,
And through her worn out sleeves quite plain
Her elbows could be seen.

WHEN SHE RECEIVED HIM,

Upon her brow her fluffy hair
Like tangled sunshine lay,
Her pretty Mother Hubbard gown
Was rich in ribbons gay,
Her little shoes were decked with bows,
Some meadow flowers clung
Near her fair throat, and from her side
A small scent-bottle hung.

AND IT'S A SURE THING

That never yet for conjurer
Did quicker change befall
Than that young man evoked who came
To make a morning call.

FOR

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