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CROOKSTON & DULUTH.

A Big Scheme, Involving a New Line From the Missouri River to Lake Superior,

Thus Giving the Manitoba a Direct Line From the Northwestern Wheat Fields to the Lakes.

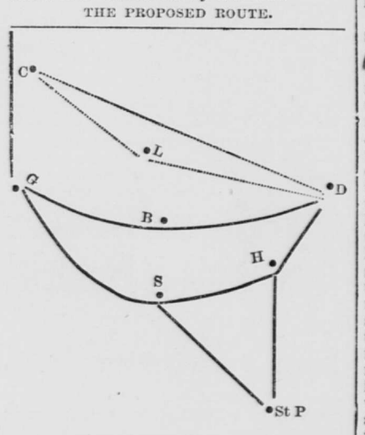
Incorporation of a Company for Building a Road from Duluth to Denver Via Huron.

Another Rumor Concerning the Northern Pacific, B. & O. and Wisconsin Central.

A Big Scheme.

In the GLOBE of Saturday morning last there appeared a special telegram from Crookston, Minn., to the effect that the party of surveyors sent out by the St. Paul, Minneapolis & Manitoba road from St. Paul had arrived there and would at once proceed to survey a line east from that city. That little telegram, so simple on its face, has developed apparently into one of the most stupendous railroad schemes in the great Northwest. Even railroad men, while expressing wonder that the Manitoba should send out a party of surveyors to lay out a line east from Crookston, have not even guessed at the project which was conceived in the brain of the president of that system of road, which lies in the fertile valley of the Red River of the North. The scheme, as it seems likely to develop, is the construction of a line from Duluth to Crookston, and the extension of the Devil's Lake branch of the Manitoba from its present terminus to the falls of the upper Missouri river, giving a new Manitoba system of between six and seven hundred miles, from Duluth to the Missouri river, through the very center of that region lying between the systems of the Northern Pacific and Canadian Pacific lines, and having at Duluth a lake outlet for all the freight brought from that region. Such, in a few words, is a brief statement of the plan which it is believed is about to be carried out by Mr. Hill.

THE PROPOSED ROUTE.



St P—St. Paul. D—Duluth. C—Crookston. B—Brainerd. G—Glyndon. S—St. Cloud. L—Southern point of Leech lake. H—Hinckley.

C D or D L C—Proposed new line of the Manitoba.

D B G—Northern Pacific from Duluth to junction with the Manitoba.

D H St P—St. Paul & Duluth.

H S G—Manitoba road.

REASONS FOR BELIEF.

Now for the reasons which lead to this conclusion. It is only by putting together events which, in themselves, appear to have had no possible connection with or relation to each other, that this conclusion has been reached; but where the known facts are set forth it will be seen that such a result was the most natural one that could have been reached, and the only wonder is that it was not seen long ago. It appears like rashness at first to jump from the arrival of a party of surveyors at Crookston to the consideration of the land grant of the Duluth & Winnipeg road, made several years since; but that is the next step. It will be remembered that on the 4th of March last, the legislature of Minnesota, after a close contest, passed a bill transferring the land grant of the Duluth & Winnipeg road to a new corporation known as the Brainerd & Northwestern, provided the former road did not build its line within the time specified in the grant. This grant embraced some two million acres of land lying along the proposed route, and valued at from two to three million dollars. This Brainerd & Northwestern road had for its chief supporter Mr. C. F. Kindred of Brainerd, who claimed for his line that it would be an independent one, having Brainerd for its southern terminus. But it was believed by many that the line would be an ally of the Northern Pacific, even if no closer relations existed. Ever since the passage of the measure authorizing the transfer of its land grant, the promoters of the Duluth & Winnipeg have been negotiating for means to complete the line and save the grant. An examining committee was sent out, but the report of that committee has not yet been made known, nor what action it recommended should be taken. All that is known is that no work has as yet been done on its proposed line. Thus the matter rests to-day, so far as known.

WHAT IT MEANS.

On Monday morning of last week, a party of surveyors left for Crookston, with instructions to run a preliminary line from Crookston eastward and toward Leech lake. This, then, would seem to indicate one of three things:

First—Either that the Duluth & Winnipeg has abandoned the idea of building its proposed line;

Second—Or that the Manitoba officials have sufficient information to induce it to begin operations ahead of the Duluth & Winnipeg;

Third—Or that an understanding has been reached between the Duluth & Winnipeg people and the Manitoba officials that the latter road is to build the line for the former, thus saving its land grant and heading off entirely the Brainerd & Northwestern.

Thus, with a direct line from Crookston to Duluth, a large part of the territory to be covered by the Brainerd & Northwestern would be absorbed, and the Manitoba would have a direct outlet to Duluth and the lakes for its entire Northern Minnesota and Northern Dakota systems, and which would be approximately 100 miles shorter from Crookston and Grand Forks and the entire section north and northwest of those cities than the Manitoba's present route via St. Cloud and Hinckley, which is now used for freight only. It would give them also the shortest and best passenger route to and from Duluth, and could no doubt be used to advantage for Manitoba business, especially by way of the lakes; for it would make the distance from Duluth to Winnipeg about 400 miles, while the distance from Port Arthur to Winnipeg via Canadian Pacific is 440 miles. At present all passenger business to and from Duluth for the Manitoba northern systems must pass over the Northern Pacific road between Duluth and Fargo, Moorhead and Glyndon, while with a direct line they could have the entire haul.

WHERE THE LINE WILL RUN.

An air line from Duluth to Crookston would pass between Leech lake and Lake Winnebagoshish, though the multiplicity of small lakes would probably make an air line impracticable. But by constructing a line from Crookston a little south of east, passing close to the northwest corner of Red Lake Indian reservation and through what is known as the Thirteen Townships, recently opened for homestead entries, then passing due southeast, either around the southern boundary of Leech lake, or perhaps south of Ten-Mile lake, which lies south of Leech Lake, thence almost due east to Northern Pacific Junction, the Manitoba will have a line probably more easily constructed and passing through a much better country. By this last mentioned route, fully one-half of the line, that from Crookston to Leech lake, will pass through a fine agricultural region which is already rapidly settling up, and which is susceptible of a high state of cultivation, while the remainder of the line to Northern Pacific Junction penetrates the very center of the great pine region of Northern Minnesota. From this point the Manitoba has already the right to haul its freight to Duluth over the tracks of the St. Paul & Duluth road, and at Duluth has ample terminal facilities. Other reasons for reaching this conclusion are these: That the St. Paul & Duluth road, in whose management the Manitoba has a voice, is building an extensive yard in the vicinity of Rice's Point; that President Hill and Director Thorne last Saturday, immediately after the adjournment of the meeting of directors, paid a visit to Duluth, and that to-day General Manager Manvel went to the same place on business. One may well ask the question, "What do the presence of a surveying party at Crookston and the visits of high officials to Duluth mean, if not the construction of this line of road?" Mr. Hill has laid an iron grasp on the Red river valley, and no rival has yet been permitted to enter that territory and remain there. All he needs is a short lake outlet, and it would seem that he is about to secure that.

THE DEVIL'S LAKE EXTENSION.

With the light thrown on the subject by the proposed line from Crookston to Duluth, it may readily be conceived that the Manitoba will feel its way westward, very quitely, indeed, but yet surely, so as to reach the Upper Missouri region. Now it is well understood in certain quarters that a few capitalists have already bought all the water power on the upper Missouri in the vicinity of Little Falls. And the Devil's Lake extension is headed now so as to pass through the big bend of the Mouse river, whence it will have a direct line west to Little Falls. When it reaches that point, as it is sure to do, sooner or later, we will have a new system of road controlled by the Manitoba people, extending between 600 and 700 miles from the Missouri river to Lake Superior. This does not look as though the Chicago, Burlington & Quincy were about to gobble up a corporation which has ideas embracing such a system lying so far north of its northern terminus

A NORTHERN MINNESOTA VIEW.

Special to the Globe.

MOORHEAD, Minn., Aug. 24.—Speculation in railway circles is rife here, and many theories are advanced to account for the surveying party recently sent into the field from Crookston. It is admitted that J. J. Hill is taking measures to protect his territory from the threatened encroachments of the St. Paul, Brainerd & Northwestern, to which corporation the last legislature transferred the old Duluth & Winnipeg land grant. This line, as surveyed, is almost an air line from Brainerd to Red Lake Falls, and is in effect a parallel to the Fergus Falls branch of the Manitoba road, and taps a country rich in agricultural, stock raising and lumbering resources, and which already only finds its market on the line of the Manitoba, although at a distance of from fifty to seventy-five miles away. By reference to a map of Northern Minnesota it will be seen that the Brainerd & Northwestern, if built, would naturally invade and control a very valuable piece of territory that the Manitoba could easily retain by extending any one of several small feeders which already point toward what shrewd observers have settled will be the next railroad battle ground in Minnesota, viz., that extended and fertile tract lying between the big woods about Lake Itasca and Red lake on the east and the St. Vincent branch of the Manitoba on the west. That Mr. Hill had this in mind in the past is perfectly apparent from the general course marked out by at least three otherwise important feeders. The first of these is the Sauk Centre & Northern, which runs almost due north from Sauk Centre to Eagle Bend, a distance of only about thirty miles, but which is headed directly for Red lake, the advertised objective point of the projected Brainerd line. An extension of this line would shut out all danger from a parallel road. A somewhat shorter and fully as practicable a line would be the extension of the Pelican Rapids branch or the Fargo, Moorhead & Northern, both of which have surveyed routes through to Red lake. That Mr. Hill will protect his territory from the incursions of the Brainerd young men, and that even now he is planning to that end, seems to be the universal conclusion in this section, and it is fully believed that dirt will begin to fly very soon on some extension into this country.

AT DEVIL'S LAKE.

Special to the Globe.

MINNEWAUKAN, Dak., Aug. 24.—A new breath of life has been infused into the lately dormant Dunseith & Southeastern railroad. Funds have been forwarded to liquidate the indebtedness incurred last season for the preliminary survey, and rumors are rife that a new survey that shall mean business will soon be made. The design of this road was to open up to settlement the great Mouse river and Turtle mountain country by means of connection at this point with the Jamestown Northern, a branch of the Northern Pacific, recently completed to this point. It is admitted that any move by the Dunseith company looking to the building of this line would be to the Manitoba, now resting securely at Devil's Lake City, as the red rag to the enraged bull. The Northern Pacific, with a terminus at this point, and the Manitoba, with a terminus at Devil's Lake City, both headed for that ultima thule of railroad building in North Dakota, are on the alert for the slightest sign of aggression by the other, and should any other corporation attempt to do what either of these giants hesitate to undertake, then each would proceed to carry the war into Africa at once, and railroad building in North Dakota would again assume the active proportions witnessed in 1881 and 1882. There is a magnificent country awaiting one or both of these roads, and that they will long remain passive does notseem at all probable. The crop now being harvested all along the north shore of Devil's Lake and through to the Mouse river and Turtle mountains, a stretch of country fifty miles wide and nearly one hundred miles in length, is now tributary to this point by an advantage of about twenty miles, and consequently the wheat of this vast region finds a market by the Northern Pacific, and it is throght this will be the inducement that will tempt the Manitoba to first throw down the gauntlet and take up the pick and shovel. It is evident that neither road is anxious to cut loose from their moorings on the shores of this great inland sea, but "if the traffic will stand it," the motto of all railroads, must soon change the present passive state of railroad affairs in North Dakota.

The Latest Rumor.

An Associated Press dispatch last Saturday morning from Boston announced the raising of a sum of money to aid the Wisconsin Central in completing its line from Schleissingerville to Chicago, and concluded by saying: "It is not known whether or not the Baltimore & Ohio is concerned in this or not." A prominent railroad official was asked yesterday what possible connection there could be between the Baltimore & Ohio and the Wisconsin Central. "Well," said he, "there may be more than appears at first sight. The Baltimore & Ohio have been running into Chicago over the tracks of the Illinois Central for several years. But last summer the Baltimore & Ohio was served with a writ of ejectment by the Illinois Central, the case was appealed, and the matter is now in the courts awaiting adjustment. If they are deprived of the use of the tracks of the Illinois Central they must seek some other entrance to Chicago. They may do one of two things—either build a line themselves or secure the use of what is known as the Belt line. The latter would be the most feasible, and would enable them to run into Chicago over the new line of the Wisconsin Central and give them a freight depot within a block or two of both the Milwaukee and the Northwestern. "My impression is," he continued, "that the Baltimore & Ohio and the Northern Pacific are both backing the Wisconsin Central, and we will soon hear of another line from the Atlantic to the Pacific over these three systems."

Adjusting Freight Rates.

Special to the Globe.

CHICAGO, Aug. 24.—It is said that for two months the Milwaukee & St. Paul road has been carrying business destined for Texas, in connection with the Missouri & Pacific and Wabash roads, on a joint tariff made via Chicago, but taking the freight to Ottumwa and Moberly. By this means it was getting a haul on 471 miles instead of 85 miles if delivered in Chicago and depriving the Illinois Central, Burlington and Alton of business over their St. Louis lines. It is also alleged that the St. Paul was gradually extending traffic to Racine, Whitewater, Cheboygan and other points in the Northwest, creeping toward St. Paul. The Northwestern, which has no St. Louis connections of its own, submitted without complaint, but the diversion of freight at last became so large in volume that it could not be passed without notice or some remedy being applied. A meeting of the Chicago and St. Louis Traffic association was held at Commissioner S. P. Brown's office to-day, at which were present representatives of the Illinois Central, Burlington, Alton and Wabash, and it was agreed to make the rate the same from Milwaukee to St. Louis and Texas points as from Chicago. This movement, its originators claim, will restore to the Chicago lines their proportion of the business.

East-Bound Traffic.

CHICAGO, Aug. 24.—The regular weekly meeting of the Chicago committee on east-bound traffic was held to-day. The official bulletin of proceedings as given is as follows: The question of advancing rates came up but nothing could be done until it could be found whether there were any unlimited tickets in the market, and at what prices they were sold, as the committee did not care to raise the tariff until there was a certainty of maintaining it. A special rate of $23 for the round trip was granted to the industrial fair to be held at Toronto, Sept. 9 to 19. There were matters considered, among which was a charge that rates were being cut on the special rate made for delegates to the convention of German Catholics to be held at Brooklyn, N. Y. No proof was submitted beyond the fact that the movement was being diverted from the natural channel and no investigation was ordered. In the matter of advancing rates it was recognized that the presence in this market of any quantity of unlimited West Shore or New York Central tickets, or the possibility of their being obtained from other points, would make it an impossibility to maintain an advance, and for that reason no action was taken until more light could be had on the subject. It Mr. Lord of the Baltimore & Ohio should arrive in Chicago during the week a special meeting will be called to consider points of difference which have arisen between his road and other lines, and which have been held in abeyance awaiting his presence.

"Has Done the Square Thing."

Special to the Globe.

OTTAWA, Ont., Aug. 24.—Hon. Mr. Bowen, acting minister of finance, left to-day for Riviere du Loup to meet Sir John A. Macdonald, and arrange for the return of the loan of $5,000,000 which the Canadian Pacific got of parliament last session. The company do not require the money, and have $8,000,000 bonds up as security and are anxious to have them released. This is the first instance on record where a railway company has "done the square thing" by the government, and it has had the effect of enhancing the value of Canadian Pacific stocks, and has greatly strengthened the position of the government by Sir John A. Macdonald.

Duluth, Huron & Denver.

Special to the Globe.

HURON, Dak., Aug. 24.—The charter for the Duluth, Huron & Denver railway was received to-day. Several Eastern capitalists and railroad men are interested with Dakotians in the enterprise. A meeting of directors is to be held here in September to arrange for a survey. The principal offices will be in Huron.

The names of the incorporators of the Duluth, Huron & Denver road are not given, so that nothing definite is known of the railroad corporation backing the enterprise or its plans. A merely casual glance at a map, however, reveals two or three significant facts, viz: That the line when built will penetrate the center of a very rich agricultural region lying between the Union Pacific and Northern Pacific; that an air line from Duluth to Denver leaves Huron but a few miles north of it; that it gives that region a lake outlet nearly one hundred miles nearer than an air line from Denver to Chicago; and that while other roads are building northward this new line will run northeast, and has at present not a single line to parallel it, unless the Sioux City road can be said to do so.

Among the Offices.

Among the railroad men in the city yesterday were Thomas Essex, land commissioner of the Iron Mountain & Southern, Little Rock, Ark.; John E. Ennis, Chicago, traveling passenger and land agent of the Missouri Pacific; Charles W. Adams, Chicago, general passenger agent of the Pennsylvania, and James McNaught, Seattle, W. T.

Thus far this season there have been 72,000 young stock cattle shipped into Montana, one-half of which came from Washington Territory.

The Wisconsin Central has three church excursions booked between now and Sept. 3. All are bound for Four lakes.

Four thousand horses have been shipped East from Washington Territory this season over the Northern Pacific.

Seventeen cars of sheep were shipped yesterday over the Northern Pacific from Sprague to Helena.

General Freight Agent Boyden of the Milwaukee is away on a business trip over the road.

Twenty cars of cattle were taken from the Transfer yesterday by the Omaha.

The Milwaukee road has taken out 113 cars of stock since Saturday evening.

On the River.

The Sydney will arrive at 9 o'clock this morning and leave at 10 p. m. on her return trip.

The War Eagle will clear for down river ports Wednesday evening.

The Pittsburg is bulletined for arrival Thursday morning.

The Cleon left yesterday morning for Taylor's Falls.

The river has fallen to three feet.

Movements of Steamships.

LIVERPOOL, Aug. 24.—Arrived, off Browhead, the Baltic from New York.

QUEENSTOWN, Aug. 24.—Arrived: The British Princess, from Philadelphia, for Liverpool.

LONDON, Aug. 24.—The steamer Hammonia, from New York, has arrived at Hamburg.

Enthusiasm Over Blaine.

BAR HARBOR, Me., Aug. 24.—About all the prominent visitors to this resort attended a reception on board the Tennessee this afternoon, at which there was dancing and a concert by the Marine band. Among the guests were the Russian minister and Mr. and Mrs. Blaine. Mr. Blaine was received with great enthusiasm, and a salute of twelve guns was fired in his honor. Mr. Blaine will buy land and build a residence here. He is in excellent health.

The closing exercises of the twelfth Chautauqua assembly were held yesterday.

WAGING A BLOODY WAR

Mohammedans, One Hundred Thousand Strong, Attempting to Suppress Paganism in Africa.

King of Soolima and His Chiefs, Rather Than Surrender, Blows Them Up With Powder.

Chief Abal Decapitated and Parts of His Body Sent to His Suffering Victims.

The Caroline Islands Imbroglio--Cholera Rapidly Increasing at Marseilles.

War in Africa.

WASHINGTON, Aug. 24.—Secretary of State Bayard is in receipt of a dispatch from Sierra Leone, giving accounts of the movements of an army of 100,000 men in the interior of Africa. The dispatch is dated July 14 last and was sent by United States Consul Lewis. Mr. Lewis says: I have the honor to bring to the notice of the department of state the fact of an extraordinary movement among the Mohammedans of the Nigritian regions, extending from Timbuctoo to the west coast. It appears that in 1880, a Mandingo, named Samudu, of extraordinary intelligence and energy conceived the idea that he was called by God to wage a war for the suppression of Paganism, and for the opening of the roads to the coast, which, in certain districts, have been for generations subjected to excessive blackmail and to the plundering of vagabond tribes. During the last five years he has collected an army, consisting, foot and horse, of about 100,000 men. Mohammedan youth, wherever he goes, flock to his standard, anxious to secure the reward in the hereafter promised to those who fight for their religion, and to carry off the rich spoils of time which these expeditions that battle for the faith are

SURE TO WIN.

It is said that Samudu's army is divided into three portions and one is operating near the headwaters of the Niger. This portion recently drove certain French troops from the gold regions of Bourse, of which they had taken possession, and are now besieging Bammaks, a large town on the Niger, occupied about three years ago by the French, who have erected fortifications there. Another portion of the army is operating in the regions east of Liberia and by suppressing the disturbing elements, unfettering trade and introducing a knowledge of religion and letters, is in one sense opening the way for negro immigrants of intelligence and energy from America to push out from the Africa-American republic to the healthy and fertile regions of the interior. In another sense it is forestalling the whole region for Mohammedanism and making it difficult, if not impossible, if, indeed, it is desirable, to convert that country to the faith imported from America by the immigrants. The third portion of the army is approaching the coast a few miles northwest of Sierra Leone. It has secured the submission by force or voluntary surrender of all the tribes on the way for 500 miles back. The largest and most important pagan kingdom in this region of the Niger was Soolima, of which Falaba, a large commercial city, was the capital. For the last sixty years the Fulah Mohammedans have been trying by diplomacy and by arms to

SUBDUE THIS CITY

to the faith, but it has always successfully resisted both the diplomat and the warrior. Last year Samudu's army in overwhelming numbers surrounded it and called upon the king to surrender and profess Islam. This he refused to do. The town was then invaded, and after a terrible siege of five months the king assembled the royal family and principal chiefs in his powder house and informed them that he could hold out no longer, as his resources were exhausted, but having for more than 200 years belonged to the ruling element he was determined for himself and family to die rather than come under Mohammedan rule. He gave the chiefs their choice, either to die with him or go out of the town and give themselves up to the enemy. They decided to die with him. He then set fire to the powder and they were all blown up. Thus ended the Soolima power, which more than seven generations had influenced the trade and politics of extensive districts, and had commanded the principal highways to the coast. Another very important achievement of the army is the destruction of the Hooboo power, an irresponsible organization, which for thirty years has been a source of annoyance and loss to caravans passing from the interior to the coast. Samudu gave orders to attack them in their

MOUNTAIN STRONGHOLD,

which until then had proved inaccessible to the neighboring forces. They were surprised. Their chief, Abal, was captured and decapitated, and his arms and legs, severed from the trunk, were sent to the various countries whose inhabitants had suffered from his predatory and murderous proceedings. The Hooboos are described as renegade Fulahs in rebellion against the king of Timboo. The roads have now been cleared of these thieves and murderers, so that an unprotected child or female may travel in safety all through that district. These operations will not be without a salutary effect upon American commerce, for there is in that country an increasing demand for American productions, and many of the articles produced by the people are valuable in American trade. Samudu's army is now only a few miles from the coast northwest of Sierra Leone. It is said to be their purpose now to deal with the Timuch and Sherbro countries, whose constant wars keep the maritime regions in such a state of ferment that often the caravans have struggled through obstructions for hundreds of miles. They find their greatest difficulty among the coast tribes and often fall victims to the latter.

The Caroline Islands.

BERLIN, Aug. 24.—The North German Gazette, refuting the Spanish claims to the Caroline islands, points that in March, 1873, England and Germany simultaneously sent notes in which they resisted such claims and that for ten years Spain raised no objections. The German note notified Spain that Germany was unable to recognize Spanish sovereignty or power of levying customs in the Caroline islands, inasmuch as no treaty was known to exist relating to Spanish possessions in the Pacific, while it was a notorious fact that no Spanish official existed on the Pelew or the Caroline islands. The note concluded with the expression of a hope that Spain would instruct her colonial authorities, the commanders of her men-of-war, and her consulates in Eastern Asia and Polynesia not to obstruct Germany's direct trade with the Carolines. The English note concluded with the declaration that England did not admit the right of Spain to the Carolines and Pelew islands, where she had never exercised nor did not then exercise actual dominion.

THE SPANISH VIEW.

MADRID, Aug. 24.—A cabinet council was held to-day to consider the relations of Spain with Germany growing out of the Carolinas trouble. King Alfonso, who has returned to Madrid from La Granja, presided. It was officially announced that the reply from Germany to the first note of protest proposed an amicable discussion of the questions at issue. Spain then sent fresh telegrams to Germany energetically protesting against the action of Germany, in response to which that government to-day telegraphed a reply explaining that its action has been animated altogether by friendly motives and that Germany regarded the affair as unworthy of interrupting the ancient amity between the two nations. The reply further explains that Germany, seeing no evidences of Spanish domination in the Carolines, thought the islands had been virtually abandoned. The German government, however, does not mention whether any of the Islands have been actually occupied.

Cholera's Awful Work.

MADRID, Aug. 24.—The number of new cases of cholera in Spain yesterday was 5,919 and the number of deaths from that disease, 1,950. At Toulon fifty persons have died during the past forty-eight hours of cholera. At Marseilles the situation is already alarming. Within the past forty-eight hours 200 cases have been admitted at the Pharo hospital, and during the same period 200 deaths from the disease have been reported within the city limits, besides fifty in the southern suburbs. The municipal authorities have voted the provisional sum of 50,000 francs to relieve pressing needs.

Imperial Visitors.

KREMSIER, Aug. 24.—Emperor Francis Joseph of Austria, the Empress Elizabeth and the Austrian Crown Prince Rudolph arrived here this afternoon. Count Von Taafe, Austrian prime minister, and all the local officials and persons of rank and distinction received the imperial visitors with enthusiasm.

Foreign Flashes.

John Ruskin's condition is an approach to convalescence.

Emperor Francis Joseph started for Kremsier, where he will meet the czar of Russia on Wednesday. He declined a military guard during the journey.

The total number of deaths from cholera in Spain since the outbreak of the disease has been 72,347, out of a total of 187,565.

HOW GRANT WAS SAVED.

A Timely Loan When the General Was Penniless.

Special to the Globe.

LANSINGBURY, N. Y., Aug. 24.—Referring to a statement made in the newspapers that of about $1,500 loaned to Gen. Grant by C. Wood of this place he had received only $1,000, Mr. Wood says: "During the week of the Grant & Ward failure I sent the general $500 on account of my share due for his services in 1861-5, and tendered him a loan of $1,000 for one year without interest or security with the privilege of renewal on the same terms. He answered me under date of May 12, 1884, thanking me for my offer, saying that he did not have enough money to pay one month's servant hire, or for a room were he to leave his house, and stating that the letter was an acknowledgment for $500, payable one year after date. I then sent him $1,000, to which he replied, on May 19, saying that I had conferred an obligation he could never repay. The money he knew he could repay, but, being caught without funds it became a serious question what to do. He said I had relieved that anxiety, as every preparation had been made to reduce expense to a minimum. Mr. Grant had offered the Long Branch cottage for sale and his home in New York was to go in the fall unless prospects brightened." "When was a payment made?" "In January, four months before the note was due, I received a check from the general. I wrote to him that I accepted it as payment in full. The letter the general wrote was a touching one, and was as follows:

My Dear, Mr. Wood: I take great pleasure in enclosing to you the check which you will find with this. I wish to state to you also how great was the relief afforded by your timely loan. At the time of the failure of Grant & Ward I had not $100 in my pocket. I had paid my bills for the previous month with checks on the firm. Most of these were not presented until after the failure. Your check enabled me to meet the second call and gave me something to go upon until another turn could be made. Mrs. Grant was fortunate enough to own a couple of small houses in Washington, one of which she sold for the sum of $6,500, since which time we have been comfortable in means to live upon but with nothing to pay past debts. I return you with the greatest pleasure $1,000 of the $1,500 which you so kindly, without solicitation or claim upon you, sent me. It affords me great pleasure from the fact that I have earned this by my own work. I hope in the near future to send you the other $500. With my best wishes to you and yours, I am very truly U. S. GRANT.

New York city, July, 5, 1885.

The Revolution Ended.

PANAMA, Aug. 16.—The principal topic of interest on the Isthmus at present is the capture of Preston and his return to Aspinwall under guard to be tried for his connection with the deliberate burning of that town. He was captured in the cienegas of Santa Marta after a brief but ineffectual resistance. He was severely wounded. He arrived on the 11th inst. A court martial will assemble to-morrow to try him. There seems little doubt that he may be condemned to death. On landing at Aspinwall he was less concerned than the people who had him in charge. The latest news from the interior is to the effect that Gen. Comayo has surrendered unconditionally and that the revolution is virtually at an end. He and twenty-five officers surrendered at Bicaramanga, and he said the force with him, 510 men, would disband. This is confirmed by an official dispatch from Bogota.

A Lover's Fatal Shots.

Special to the Globe.

SALEM, Ind., Aug. 24.—Fred Berkey, Jr., has for some time been paying his addresses to Miss Laura Kierne, but without success in winning her affections. Despairing of reaching her heart, he seemed to have determined to prevent any other man's success in that direction. Taking a favorable opportunity he drew a pistol on the young lady this afternoon and fired upon her, shooting her through the shoulder and hand. After this dastardly deed he attempted to escape and was pursued. Three of the pursuing party suffered from the well-directed fire of the maddened man. W. L. Persise was shot in the hip, William McClanahan through the hand and Jordan Payne in the breast, none of them fatally. Then he turned his weapon on himself and put the last ball through his head, killing himself instantly.

An Infernal Machine Fiend.

Special to the Globe.

MILWAUKEE, Aug. 24.—A complaint was sworn out to-day against Jacob Rubin, the young peddler who is charged with dropping an infernal machine on the piazza of John Malseskie's residence last Friday night. Malseskie picked the thing up and had both hands badly injured. He is still confined to his bed, and being well advanced in years, it is likely to be sometime before he fully recovers from the shock. Rubin has been held at the central station, but was to-day transferred to the jail. He maintains his denial of all knowledge to how the explosive came to be placed where it was found. The residents in the vicinity of Maleskie's house are certain that Rubin is guilty, although no one can be found who saw him have an explosive in his possession. The evidence is entirely circumstantial, but no of a strong character.

The Current Suspension.

CHICAGO, Aug. 24.—The Current, the probable suspension of which was announced yesterday by its editor, E. S. Wakeman, was to-day levied upon for small amounts by the sheriff, who now holds possession. Wakeman's whereabouts are not known. His friends scout the idea that he has committed suicide. Officers of the company will to-morrow publish a card denying that Wakeman's liabilities are identical with those of the Current, and stating there is already a prospect of the continuance of the journal.

The artesian well at Scotland is down 400 feet.

THE ST. PAUL BOYS WIN

Minnesota's Four-Oared Crew Crosses the Line Ten Seconds Ahead of the Stillwater Men.

The Yacht Puritan Beats the Priscilla, and Will Meet the Fleet English Cutter Genesta.

The Champions Easily Defeated By the New Yorkers, and Boston Shuts Out Philadelphia.

Some Sharp Running at Brighton Beach--Dead Heat Between Hamilton and Thompson.

The Lake Elmo Regatta.

About 400 or 500 people assembled yesterday afternoon at Lake Elmo, that beautiful sheet of water a few miles out on the Omaha & Stillwater road, for the purpose of witnessing three boat races. The first was to have been a four-oared shell for a prize valued at $100, a senior single shell and a junior single. The four-oared shell race was between a St. Paul crew, consisting of Archie McLaren, bow and captain; P. W. Parker, 2; Tom O'Brien, 3; J. J. O'Leary, stroke, and a Stillwater crew, consisting of J. J. McGrath, bow and captain; M. Donovan, 2; John Brennan, 3; Thomas Scully, stroke. F. A. Seymour acted as referee, and J. J. Parker as starter. Charles Jellison and Archie Driscoll were the judges at the turn, while E. W. Durant and Warren Granger were the judges at the start. The race was two miles, one mile out and back. The word go was not given till 6:15, and when it was given the St. Paul men were the quickest to get away, and in this obtained a slight advantage. The St. Paul men pulled forty-two strokes to the minute during the first quarter, while Stillwater took thirty-eight. The Minnesotas pulled off to the right out of the course a considerable distance, which caused some alarm among their friends who watched their course. In five minutes and forty seconds the Minnesotas turned the flag and started on their homeward way, and in seventeen seconds after the Stillwater crew went around. It was a very pretty race and it was difficult for a long time to tell for a certainty which was ahead. When the two boats were about half way back it was plain to be seen that the Minnesotas were in advance, with no chance for Stillwater to win, and the former at last crossed the line in 13:17, while the Stillwaters did the same about ten seconds later in 13:27.

The senior single shell race was not rowed for the reason that there was no one to row against Stone.

The junior single almost fell through also, but it was barely saved by W. F. Newell, of the Minnesotas, who consented to row against J. J. McGrath, of Stillwater, over the same course as that pulled over by the double shells. Newell led up to the turning point, where he made a mistake in turning and lost valuable time and was beaten four lengths. No time was taken.

Brighton Beach.

NEW YORK, Aug. 24.—There was a large attendance at Brighton Beach to-day.

First Race—With allowances, one mile; won by Fellow Play by three-fourths of a length, Frieda second, King George third. Time, 1:47½.

Second Race—Three-fourths mile; won by Commander by three-fourths length, Atlas second, Cataline third. Time, 1:18¾.

Third Race—Selling allowances, seven-eighth mile. The result was a dead heat between Mary Hamilton and Ben Thompson. Time, 1:30¾. The run-off was won by Mary Hamilton bp five lengths. Time, 1:37¾.

Fourth race, to carry 100 pounds, one mile; won by Swift by three lengths, High Flight second, Strabismus third. Time, 1:43.

The fifth race was won by Tattler by a length, Barney Aaron second, Olivette third. Time, 2:13¼.

Sixth race, selling allowances, one and a quarter miles, over five hurdles, won by Jack by a length, Kranon second, Short Cake third. Time, 2:22¾.

The Puritan Gets There.

NEW YORK, Aug. 24.—In the third trial race between the yachts Puritan and Priscilla to determine which shall defend the American cup against the English cutter, Genesta, the Puritan crossed the home line forty-one seconds ahead of the Priscilla. The corrected time gives the Puritan the race by one minute and fifty-two seconds. Of the trial races the Puritan won the first in a strong breeze by ten minutes. Priscilla won the second in extremely light weather by six and a half minutes, and the Puritan won the deciding one in a moderate breeze and smooth water. While it is not actually decided that she is the yacht that will be selected to defend the American cup it is almost certain that she will be chosen at a meeting of the New York Yacht club, to be held during this week.

Saratoga Races.

SARATOGA, N. Y., Aug. 24.—The race meeting here was continued to-day. Rain fell heavily last night and this morning, making the track decidedly heavy. The attendance was light.

In the first race, for two-year-olds and upward, with non-winning and maiden allowances, distance three-quarters of a mile, the race was won by Nora M, with Jim Renwick second and Rupert third. Time, 1:18.

The second race was one mile and a furlong, the starters being Farewell, Claypate, Morning Glory, Euna, Rosetta and the California horse, Jim Douglas. The race was won easily by Jim Douglas, with Morning Glory second and Farewell third. Time, 2:00.

The third race, one mile, was won by Matinee, with Greenfield second and Ten Stone third. Time, 1:47¼.

The fourth race was for three-year-olds and upwards, with selling allowances, three-quarters of a mile. The race was won by Ernst, with Carrie Stewart second and Young Duke third. Time, 1:20.

The fifth race, one mile and a quarter, over six hurdles, was won by Guy, Quebec second and Father John third. Time, 2:35.

Joint League Conference.

SARATOGA, N. Y., Aug. 24.—A meeting of the joint conference committee of the National Base Ball league and the American association was held to-day. The league was represented by A. H. Soden of Boston, Al Spaulding of Chicago and J. B. Day of New York, and the association by C. N. Von der Ahe of St. Louis, C. A. Byrne of Brooklyn and Lewis Simmons of Philadelphia. After a thorough discussion, plans were adopted governing the future course of the two bodies. It was resolved not to advance money to players on future contracts and it was further determined to have the clubs of the two associations pledge themselves not to negotiate or contract with any player now under contract with any league or association club prior to the 20th of October. It was also agreed that after the close of the championship season the clubs of the association would interchange games. Other minor matters discussed and passed upon by the committee will be reported to the associations for approval. The conference was entirely harmonious.

Base Ball.

AT NEW YORK.

NEW YORK, Aug. 24.—To-day's game between the New York and Providence clubs resulted in an easy victory for the home players, who both outbatted and outfielded the champions. About two thousand people witnessed the game. The local players took a commanding lead in the first inning and held it easily to the end. Keefe outgeneraled Radbourne, and the great pitcher of 1884 seemed scarcely to relish it. Ewing changed positions in the eighth inning with O'Rourke to save his hands. The Providence players hit Keefe freely only in the third inning. The following is the score:

New York	4	3	1	1	1	0	0	0	0	10
Providence	0	0	3	0	1	0	0	0	1	5

Earned runs, New York 5, Providence 5; two-base hits, Conner, Gillespie, Radbourne; three-base hits, Radford, Denny, Radbourne, Dorgan; passed balls, Ewing 1, Gilligan 1; wild pitches, Keefe 1, Radbourne 3; first base on balls, New York 2, Providence 2; first base on errors, New York 3, Providence 3; struck out, New York 4, Providence 7; double plays, Ward, Gerhardt, Conner (2); umpire, Ferguson.

AT PHILADELPHIA.

PHILADELPHIA, Aug. 24.—The Bostons shut out the Philadelphia, to-day in a game characterized by sharp fielding and light batting. In the first inning, Morris hit to Bastian, who threw to Farrar. The latter had his foot off the base, however, and the runner was safe, going to third on Wise's double and scoring hn Sutton's fly out to Fogarty. He also scored the second and last run of the game in the eighth on Bastian's fumble, Wise's single and Sutton's out. Attendance about one thousand. The following is the score:

Boston	1	0	0	0	0	0	0	1	0	7
Philadelphia	0	0	0	0	0	0	0	0	0	0

Two-base hits, Wise 2, Farrar, Manning; passed balls, Gunning 1; wild pitches, Whitney 1; first base on balls, off Ferguson 1; first base on errors, Boston 3, Philadelphia 3; struck out, by Whitney 1; by Ferguson 2; umpire, Currie.

AT PHILADELPHIA.

Athletic	0	0	6	1	1	0	0	0	5	13
Baltimore	1	0	0	0	0	0	1	0	0	2

AT NEW YORK.

Brooklyn	2	0	0	0	0	0	1	4	0	7
Metropolitan	0	0	0	2	1	0	0	0	0	3

AT PITTSBURG.

Pittsburg	0	0	5