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PUBLISHED EVERY DAY IN THE YEAR.

LEWIS BAKER.

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☞ Correspondence containing important news solicited from every point. Rejected communications cannot be preserved.

Address all letters and telegrams to THE GLOBE, ST. PAUL, MINN.

ST. PAUL, FRIDAY, NOV. 6, 1885.

☞ THE WASHINGTON OFFICE OF THE GLOBE IS AT THE NORTHEAST CORNER OF PENNSYLVANIA AVENUE AND FOURTEENTH STREET.

☞ THE CHICAGO OFFICE OF THE GLOBE IS AT NO. 11 TIMES BUILDING.

☞ THE MINNEAPOLIS OFFICE OF THE GLOBE IS AT NO. 257 FIRST AVENUE SOUTH.

☞ THE STILLWATER OFFICE OF THE GLOBE IS AT 215½ SOUTH MAIN STREET.

DAILY WEATHER BULLETIN.

OFFICE OF CHIEF SIGNAL OFFICER, WASHINGTON, D. C., Nov. 5, 10 p.m.—Observations taken at the same moment of time at all stations.

Stations.	Ther.	W'th'r	Stations.	Ther.	W'th'r
Duluth	38	L't r'n	Albany	54	Fair
St. Paul	35	Cloudy	New York	57	Cloudy
La Crosse	32	Cloudy	Chicago	48	Cloudy
Huron	32	Cloudy	Cincinnati	60	Clear
Moorhead	31	Clear	Cleveland	54	Fair
St. Vincent	31	Cloudy	Boston	55	Cloudy
Bismarck	33	Cloudy	Galveston	75	Fair
Ft. Buford	31	Cloudy	Memphis	65	Cloudy
Ft. Assin'bn	27	Clear	Quebec	..	....
Ft. Custer	34	Th'r'g	NewOrleans	67	Cloudy
Helena	36	Cloudy	Shreveport	68	Cloudy
Ft. Garry	30	Cloudy	St. Louis	57	L't r'n
Minnedosa	28	Cloudy	Vicksburg	63	Clear
Med. Hat	..	....	Nashville	..	....
Qu' Appelle	26	L't r'n			

THE HOME REPORT.

Barometer, 29.90; thermometer, 34; relative humidity, 81; wind, northeast; weather, cloudy; amount of rainfall, 0.0; maximum thermometer, 37; minimum thermometer, 29; daily range, 8. River—Observed height, 2.8. Fall in 24 hours, 0.0. Note—Barometer corrected for temperature and elevation.

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

INDICATIONS.

WASHINGTON, Nov. 6, 1 a. m.—For the upper lake region: Local rains, with light local snows in the northern portion; winds generally northeasterly and becoming brisk and high, with nearly stationary temperature. For the Mississippi valley: Cloudy weather, with local rains or snows and winds generally easterly; slightly colder weather in the southern portion and stationary temperature in the northern portion. For the Missouri valley: Local rains and cloudy weather; winds generally southeasterly; falling temperature in the southern portion and stationary in the northern portion.

DAILY GLOBE.

First Page—Washington, Crimes and Casualties and Political News.
Second Page—St. Paul News and Report of Water Board.
Third Page—Minneapolis News.
Fourth Page—Editorial, Railroad and General Telegraphic News.
Fifth Page—Northwestern News and St. Paul Public Improvement.
Sixth Page—Financial and Commercial.
Seventh Page—Want Advertisements.
Eighth Page—Stillwater News.

THE PRICES.

The stock market was very active most of the day, and late in the afternoon an advance was made, though it did not continue to the close. In the last ten minutes St. Paul advanced 2 per cent., moving the net advance of the previous evening to 3¼, at which it closed. Omaha was also advanced. Wheat was steady at Chicago, and at the close showed an advance of ¼c. At St. Paul and Minneapolis it was weak and really unchanged.

NUB OF THE NEWS.

Ross says that Teemer outrowed Hanlan.

Ten inches of snow fell at Ellendale, Dak.

Railway surveyors are at work near Anoka.

The Y. M. C. A. held its quarterly reception.

The Itasca club will celebrate Democratic victories.

Gov. Hill was serenaded and made a speech at Albany.

The last spike of the Canadian Pacific road was driven.

Conley beat McKay in the boat race at Worcester, Mass.

The Canadian mail service to Manitoba has been changed.

Judge Thoman protests that he is still a civil service reformer.

The mills are running in Minneapolis in spite of increased rates.

Allen and Spencer have been expelled from the First Baptist church.

The Minneapolis police commission will investigate Ed Stevens' case.

The Ramsey county probate court has decided that Levinsky is insane.

Lines interested in Watertown, Dak., business have restored grain rates.

Work on the Cascade division of the Northern Pacific road will be resumed.

Diamond Jo Reynolds is building a steel steamer for the upper Mississippi trade.

No definite action was taken on the question of carload and less than carload rates.

The St. Paul Relief association will appoint an agent who will look after the poor of the city.

Washington gossip again connects Dennis Ryan with a palatial hotel project for that city.

Judge Cox, in the Cincinnati election case mandamus, decides in favor of the Republican plaintiffs.

Wesley Burchard, cashier of the Farmers' bank, Grass Lake, Mich., is a defaulter of $18,000 and has fled.

The president is preparing his message, though what his recommendations may be are only guessed at yet.

A Pullman sleeping car will be run between Dubuque and St. Paul over the I. & M. division of the Milwaukee road.

The action of the president in reappointing Mr. Eaton to the civil service commission is condemned in some quarters.

Huron had a demonstration last evening in honor of being selected as the temporary capital of the anticipated state of Dakota.

The trial of Mr. Stead and others indicted in the Armstrong abduction case has closed. It is considered certain they will be convicted.

Joseph Parker, a farmer living in Plymouth county, Iowa, was found murdered with the tines of a pitchfork stuck through the neck. No clue.

Chinatown, a suburb of Tacoma, W. T., was burned by a mob. Some of the Northern Pacific property at that place was also destroyed.

Adjutant General Drum, in his annual report, recommends the exchange by the government of its obsolete arms and ammunition for modern guns.

Congressman Morrison is already in Washington, alleged to be for the purpose of preventing Sam Randall's appointment to any important committees.

Gov. Swineford of Alaska, after a residence in that territory of two months, makes his annual report. Gov. Swineford was formerly a newspaper man.

The loss to the St. Paul and Pacific Coal and Iron company by the recent fire at Conno's Point, near Duluth, will be between $50,000 and $70,000. Ten thousand tons of coal were burned.

The remains of Charles Schwahn, who died at Eau Claire, Wis., two years ago, have been exhumed and the stomach sent to Chicago for chemical analysis. The actions of Schwahn's wife have aroused suspicions of foul play.

THE Itasca club explains that the Pioneer Press so grossly abused the privileges which the club had accorded that paper, it became necessary to revive and put in force an old rule excluding press correspondents from its meetings. It sometimes occurs that even newspaper correspondents become unmindful of the ordinary social amenities. An abuse of hospitality is not enterprise, nor is a disregard of the usual courtesies which prevail in political assemblages, as well as in social circles, a commendable feature in journalism.

FICTITIOUS ENTERPRISE.

With its usual facility for getting scoops on things that never happened, yesterday's Pioneer Press published what it palmed off upon its readers as a report of the board of water commissioners, which in fact was no report and which did not come within range of a truthful statement of what had been done by the board. In this morning's GLOBE will be found an authentic statement of the condition of our water works and of what has been done during the last year in extending the water system. A comparison of this official report with the fictitious one published by our morning contemporary yesterday will disclose the gross inaccuracies of the statement which the Pioneer Press published. Without attempting to wade through the so-called report as published by our contemporary and pointing out the errors which occur in almost every line of it, we simply call the attention of our readers to some of the total footings as illustrative of its general inaccuracy. In its report of the miles of pipe laid in the high pressure service it is stated that four and a half miles were laid on St. Anthony hill. The report of the water superintendent shows that there was over fourteen miles of pipe laid. The residents on St. Anthony hill who suffered the annoyance of having their streets torn up all summer can very readily verify the accuracy of the superintendent's report over that of the Pioneer Press. The manufactured report of the Pioneer Press shows that eleven and a half miles of pipe were laid in the city service proper, when the official report shows there were less than five miles. Worse than this, however, in its bearing on the whole matter, is the statement made that the water mains laid in St. Paul last year amounted to but 19¾ miles, whereas the figures should have been within a few feet of 24 miles—more than four miles more than mentioned by the Pioneer Press—a clear case of treachery in endeavoring to belittle the real enterprise of the city as shown by its record of public works. These few instances are cited to show merely how wide of the mark it was in the minor details. It was in the more important matter of handling the finances—of the receipts and the disbursements of the money appropriated for the water works—that the wildest shooting was done. The Pioneer Press reports the receipts at $1,328,609.28. The actual receipts as shown by the official report were $598,379, or upwards of $700,000 less than the Pioneer Press had charged up to the water commissioners. In its report of the disbursements it missed the mark again by $70,000.

There is no rational way of accounting for this willful perversion of facts and malicious misrepresentation of the operations of one of the most important departments of the city government, except that it is in the line of policy which that paper seems to have marked out of losing no opportunity to villify our city government, and to even go out of its way to place the city of St. Paul in the worst possible light before the public. The natural result of the publication of such articles as the Pioneer Press attempted to palm off as an authentic statement of the doings of the department in control of our water works, if allowed to go uncontradicted, would be to produce the impression upon the public mind that St. Paul was the most profligate and corrupt city in the world. With such a document before it, appearing as it did in a St. Paul newspaper, our neighbor over the way, the Minneapolis Tribune, would find material for years to come to hold this city up as an example of all that was wasteful and corrupt. Fortunately, however, the official report of the water department was ready to appear upon the heels of this infamous scandal, and to give the facts to the public. What makes this ungracious conduct of the Pioneer Press more inexplicable is that by waiting one day longer, it could have had a correct and authentic statement to have given to its readers. A newspaper which has no higher conception of journalistic enterprise than to attempt to gain a scoop at a sacrifice of truth, and to make a reputation as a newsgatherer at the expense of the good name of its own city, is of very little value to any community.

DAKOTA'S ADMISSION.

Dakota has a population of about 400,000, as was shown by the late census. In a territory which is so notorious for its scarcity of women, it is safe to assume that of the total population fully one-third are male adults and voters. According to this basis there ought to be somewhere between 100,000 and 150,000 voters in the territory. And yet at the election held last Tuesday only about 26,000 votes were cast. And if it had not been that a little local interest was manifested in the election of county commissioners, the probabilities are that the vote would have been lighter by one-half than it was. The meaning of all this is that the mass of the people who reside in the territory had no interest in or sympathy for the movement which has been organized to divide and gain admission for the territory as two separate states. When the people of the territory show such remarkable indifference to the scheme the projectors of the movement need not expect outsiders to be agitated to any considerable extent in relation to the matter.

But whatever may be the disposition of the people of Dakota in reference to the question of admission the federal government has a duty to perform in respect to its own interests in the matter, and the probabilities are that congress will take up the question of admission, whether an application be made or not, and will pass an enabling act whereby the people of the territory will be required to take the proper initial steps preparatory to being invested with the rights of statehood. When the territory of Dakota was carved out by the general government it was done so with the expectation that it would become a state in due time. That the rapid growth and development of the territory within the last decade have brought about a realization of this expectation sooner than was originally anticipated will be no argument with congress in favor of a division or dismemberment of the territory. The territory was laid out with the expectation of making a large state of it some day. It does not begin to compare in area with Texas, and yet there is no probability that Texas will ever be divided into two or more states.

When the territorial lines of Dakota were fixed it seemed to congress to be in accordance with the fitness of things and necessary to a proper adjustment of the nation's geographical boundaries as well as a preservation of the proper equilibrium of its commercial interests that in time the imperial Northwest should have a state to balance the empire state of the Southwest. Thus it is that Dakota is to be the Texas of this golden northwest section of the Union. In a matter of such grave importance as the admission of a state into the Federal Union congress cannot narrow its course or limit its consideration of the subject to a partisan view or as to what effect it will have upon local interests. It must be controlled by a broad, catholic, national spirit, and look to the future as well as to the present. It is a lamentable fact that in some instances congress permitted itself to be governed by baser motives, and as a result the country has been paying the penalty of its folly ever since. The time for that has passed, however, and under the inspiration of the reform spirit which now prevails in all departments of the government, it is hardly possible that such a contracted policy will ever again be adopted. The question of whether the Republican party or the Democratic party is to be benefitted by the admission of Dakota has nothing to do with congressional action in the matter. Nor can congress afford to base its action in the matter upon whether this or that town is to be made the capital of the new state, or whether this or that syndicate of land speculators is to make a fortune out of it. It is true there may come a time when in the clash of sectional interests, which every day are more and more assuming distinct shape between the manufacturers of the East and the farmers of the West, it would be a decided local advantage that Dakota should have four representatives in the senate instead of two. Then again it may occur, as it has done here in Minnesota, where the state's representatives in the national congress were more the champions of New England's interests than they were of those of the Northwest. Then it may be a local advantage to have the state's representation fixed at the lowest limit. Under such conditions as Minnesota has experienced to its sorrow more than once, the people of Dakota may realize that it is better for their interests to have only two senators instead of four. But all these local questions are foreign to a consideration of the subject when it is to come before congress. The fact that congress will have to consider is that the territory of Dakota, as it was originally carved, has assumed the proportions which entitle it to statehood. In view of this fact the plain constitutional duty of congress is to pass an act requiring the people of the territory to frame a constitution and state government republican in form and then walk into the Union through the door which will be opened by congressional enactment.

OKLAHOMA.

The decision of the Creek Indians not to part with the Oklahoma territory at any price will set at rest for a time the agitation of its settlement. It will only be for a time, however, as the Oklahoma country is too rich to long evade the cupidity of the white man. But more than that a sound public policy will demand its settlement by the whites sooner or later. For some time to come the unoccupied territory belonging to the United States will meet the demands of our growing population. The time will come by and by when it will not. Then it will be that the government will be compelled to have the Oklahoma country—by purchase if it can be acquired—by force if it becomes necessary. There is a strong impression in the public mind that the government now has the right to take possession of this valuable tract of land. But as there are no urgent reasons why this right should be asserted at this time the matter will probably rest until such time as satisfactory negotiations can be concluded with the Indians.

ALREADY the fact that St. Paul is to have an ice palace and carnival the coming winter is being favorably commented upon by the Eastern press, and the scheme is vigorously applauded. Probably in another year every city that can raise a crop of ice will have an ice palace. Already this city is receiving some invaluable advertising as a result of the enterprise, and it is very likely that a great many people from the East will visit St. Paul this winter.

THE president's thanksgiving proclamation was issued at just the right time. If it had been delayed until after the New York election his enemies would have said that its devout and grateful tone resulted from the excess of exuberant joy that his administration had been indorsed. As it is, the president escapes criticism and still has good reason for rejoicing.

THE Philadelphia physician who is attending JOHN MCCULLOUGH is working the daft actor's case as a big advertising card, and he is working the lead industriously.

THE St. Louis Globe-Democrat says there are too many elections in this country. What the Globe-Democrat means to say is that there are too many Democratic victories in this country.

DAVID B. HILL'S mascotte was his good sense in keeping away from clergymen with alliterative tendencies.

THE president's lock-out was perhaps the cause of the big strike in New York and Virginia last Tuesday.

As Others See Us.

St. Paul Cor. Brick Pomroy's Democrat.

I find St. Paul, the capital of Minnesota, to be just now the liveliest and most rapidly-growing city on the line of my recent travels. It is difficult for an Eastern man to fully comprehend the causes which develop a village of yesterday into an important trade center and metropolis to-day; and I confess that while I am aware that a vast new empire of natural wealth has been made tributary to St. Paul within a few years, it is still a marvel that a town can develop from 40,000 inhabitants, and apparently no well-defined prospects in 1880, to a city of 111,000 people in 1885, with railway, financial and commercial business surpassed by only the largest trade centers like New York and Chicago. I am surprised beyond measure to find here business and public edifices that would be notable even if situated in New York. I may even question if our great metropolis has a hotel structure equal in all respects to the Hotel Ryan. It is truly a magnificent pile, and has cost upwards of

ONE MILLION DOLLARS.

This great hotel, however, is no finer of its class than are the several new bank buildings of theirs. No city on the continent has a better average of bank buildings, or a better average of capital back of them. Speaking of banks causes me to remember that I discovered the national banking capital of this new Northwestern metropolis to exceed that of the entire national banking capital of Wisconsin or California, or about twenty other states and territories; and that it largely exceeded the entire national banking capital of all the balance of Minnesota outside of St. Paul. It seems to carry the financial burden of the entire Northwest upon its shoulders. This is the natural result, of course, of the concentration here of the wholesale and jobbing trade, and of the railway business of this portion of the country. It is self-evident now that St. Paul has

SURPASSED CINCINNATI AND ST. LOUIS

as a railway center, and is destined to soon rank in importance as next to New York and Chicago in this regard. Already 203 passenger trains arrive and depart daily from the depot, and half a dozen new railways are building up as fast as possible. Two new lines of importance, the Ilinois Central and Wisconsin Central, have come in this year, and the Chicago, Burlington & Quincy is making a big effort to reach St. Paul yet this season. Here are located the general headquarters, in splendid new buildings constructed specially for the purpose, the Northern Pacific, St. Paul, Minneapolis & Manitoba, Chicago, St. Paul, Minneapolis & Omaha, and the St. Paul & Duluth—and they are but the pioneers of every trunk line of importance that must seek the trade and traffic of the Northwest through St. Paul. The railways have secured to St. Paul almost a monopoly of the jobbing trade of the Northwest, and manufacturing is following as a natural sequence. The town, in fact, is developing with phenomenal quickness into one of the great

FINANCIAL RAILWAY AND COMMERCIAL

centers of the continent. The country directly tributary to St. Paul consists of the vast prairies of Wisconsin and Minnesota, the incomparable agricultural district of Minnesota and Dakota, the cattle ranges of Montana, the mineral and timber products of Idaho, Washington and Oregon—comprising about one-quarter of the area of the United States. St. Paul is now becoming the distributing point of the traffic between China and Japan and the East, and is already one of tho most important primary tea markets in the country. I am particularly impressed with the belief that St. Paul offers greater inducements at this time to enterprising young men and capitalists than any other city in the United States. No other city is growing so rapidly, and certainly no other city possesses anything like its future prospects. It has a better and bigger country to draw upon than that which has made Chicago, and the day is not far distant when it will crowd the famous Garden City in the race commercial laurels.

LAST SPIKE DRIVEN.

General Manager of the Canadian Pacific Drives the Last Spike on the Main Line.

Rumors Current That the Line Will be Turned Over to the Government for Operation.

History and Progress of This Great Enterprise--Mileage Under Operation.

Railway Managers and Merchants Discuss Carload Rates--Other Rail Matters.

Canadian Pacific.

Special to the Globe.

WINNIPEG, Nov. 5.—Owing to unfavorable weather in the Rocky mountains the last spike of the Canadian Pacific railroad, which was to have been driven day before yesterday, was not driven until to-day. Private intelligence yesterday from Mr. Van Horne, who was fifty miles beyond the summit of the Rocky range, stated the last spike was to be driven to-day, and although up to the present hour no positive intelligence has been received as to the performance and ceremony, owing to defective telegraph communication and absence of newspaper correspondents, it is generally understood that the spike has been driven. For some reason the company decided to open the road without any ostentation or show, and for the customary opening excursion it was decided to substitute the inaugural trip. A special train with Mr. Van Horne, general manager and vice president, Hon, Donald A. Smith and Henry Abbot, and Mr. Harris of Boston, all directors of the road, started from here day before yesterday, and according to a dispatch sent last night, were near the Columbia river, a short distance from where the spike was to be driven. It was reported that Mr. Van Horne would drive the spike. The party intend going right through

TO THE PACIFIC COAST

and returning in a few days by the same route, after which the line will be regularly opened for traffic. Daily trains will not be run to British Columbia this winter. and it is doubtful if any trains will be run before spring on the Western section. Between Winnipeg and Montreal daily trains are running, and will continue to be run during the winter. Rumors are current here that the reason that the company did not open the road, was because it proposed to break its contract with the government in the spring, and hand the road over to the latter to operate, because the company knows a large amount must be lost annually in operating the road. To hand over the road to the government now in the present depressed state of the country's finances would seriously embarrass the government, especially in view of the approaching general election. It is stated that the railroad has made arrangements to have a line of ocean steamers ply between China and Japan and British Columbia next year, hoping by this means to capture the lion's share of the trade of the Orient, as it claims to have the shortest route.

HISTORY OF THE COMPANY.

The Canadian Pacific Railway company was incorporated Feb. 16, 1881. At that time the government of the Dominion of Canada had construction and partly completed two sections of the main line of the Canadian Pacific railway, one of 432 miles between Winnipeg and Thunder bay on Lake Superior, and one of 213 miles between Port Moody on the Pacific coast and Kaneloops lake in British Columbia. It had completed and in operation a branch line sixty-five miles in length from Winnipeg southward to Emerson on the international boundary, where it connected with the St. Paul, Minneapolis & Manitoba road. The contract between the government and the company provided for the completion by the government of the sections under construction, and their transfer to the company as part of its subsidy. In addition to these 710 miles of completed railway with sidings, depots, water stations, engine houses, etc., the company was granted $25,000,000 in cash and 25,000,000 acres of selected agricultural lands, together with a number of concessions of great value, such as exemption from competition for twenty years, perpetual exemption from taxation of any description, exemption from duties on track, bridge and telegraph materials and the perpetual right to make such rates as would afford a net revenue of 10 per cent. on the capital invested. In consideration of these grants and concessions, the company undertook to complete, equip and operate the line from Callandor, Ont., the terminus of the Canada Central railway, to the Pacific ocean, a distance of 2,555 miles, before the end of the year 1891. Deducting the sections to be completed by the government, there remained for the company to build 1,910 miles of the main line. In order to secure

ITS EASTERN CONNECTIONS

the company immediately purchased the Canada Central railway, extending from Callandor, Ont., on Lake Nipissing, to Ottawa, the capital of the Dominion, and to Brockville on the St. Lawrence river. A line between Ottawa and Montreal was subsequently purchased from the government of the province of Quebec, and Montreal became the principal eastern terminus of the railway. Within three months after its incorporation, or in May, 1881, the company commenced work on the line west of Winnipeg, and by the close of that year had the track laid to Oak lake, a distance of 165 miles from Winnipeg, and had made considerable progress in grading beyond. In the spring of 1882 construction was delayed by floods in the Red river valley, which interrupted railway communication from the south for a considerable time, and from the commencement of work, about April 1, until the end of June, only 68.89 miles of main track were laid. But from this time forward rapid progress was made.

On the 27th of November the track had eached the summit, 122 miles west of Calgary, and 962 miles from Winnipeg.

The three seasons' work on the Western section of the main line will foot up as follows:

	Miles.
1881	165.20
1882	419.86
1883	376.78
Total	962.14

The year 1884 was principally occupied with the Lake Superior district.

At the end of this year the lines owned and operated are as follows:

EASTERN DIVISION.

	Miles.
Main line	445
Branches	199
Total	644

WESTERN DIVISION.

	Miles.
Main line	1,495
Branches	244
Ontario & Quebec	200
Credit Valley and branches	184
Toronto, Grey & Bruce and branches	166
Total	2,963

With the completion of the line the total length of road, main line and branches, will be about 3,400 miles.

Carload Rates.

Special to the Globe.

CHICAGO, Nov. 5.—The managers of the principal lines east and west of the Missouri river were in session to-day at Commissioner Midgley's office to consider the much-vexed question of carload and less than carload rates. The question was first discussed as to whether a close session should be held, or whether a hearing should be given to several delegations. Some opposition to the latter was developed, but it was finally agreed to allow six of each faction to present their arguments, and they were so informed. Accordingly, at the morning session, Messrs. Franklin McVeagh of Chicago, Mr. Firth, and Dwight Treadway of St. Louis appeared for and Messrs. Nave of Kansas city, George of Cedar Rapids and Dean of St. Paul, against. Each occupied about twenty minutes and at the conclusion of the talk an adjournment was had until 2:30 p. m. Upon reassembling it was decided that no further arguments should be heard, and a half-hour was given to a general interchange of views, after which the followihg resolution was adopted without opposition or a dissenting voice:

Resolved, That it is the sense of the meeting that it would not be advisable to change the principle of making a difference in the rates on carloads and less quantities, as applied to shipments of merchandise, but if it should upon investigation be found that too great a difference exists upon some commodities in classification as to carloads or less than carloads, they be placed on a fair and equitable basis; that the general freight agents of all roads using the joint Western classification be requested to meet at once, examine the list and make such recommendations to managers as may be necessary.

In pursuance of this recommendation the general freight agents went into session and devoted some two hours to the task set before them. They found it impossible to complete and adjourned until 10 o'clock to-morrow morning. The managers also adjourned until to-morrow, when they will receive the report of the freight agents and act upon it.

Diamond Jo's Steel Steamer.

Major McKenzie, U. S. A., in charge of the upper Mississippi navigation improvements, in regard to the steel steamer which Diamond Jo Reynolds is building for the upper Mississippi trade, says it is to be a side wheeler and not a stern one, as many supposed. It will be 300 feet long, with a double tier of state rooms about the cabin. There will be 250 at least of these rooms, which makes the passenger capacity quite large. The dining room will be below the cabin and aft. There will be smoking rooms and bath rooms. A light gallery with convenient stairways will encircle the cabin, useful to promenade and access to upper state rooms. It will be the most magnificent as well as the staunchest and speediest steamer ever afloat on the Mississippi. The building of such a steamer is an experiment, and if it proves a reasonably good investment Mr. Reynolds will build others. This steamer will cost $150,000 at least, and probably $200,000. It will be furnished luxuriously and its adornments will be of the best. It will be supplied with compound condensing engines, two cylinders for each wheel. Electric light will be used for illumination. It is believed the steamer will be able to maintain an average speed of eighteen miles an hour up stream. The steel of the hull is of a flexible nature, which will require a tremendous blow to do it any damage. The builders calculate the draft at two feet. Mr. McKenzie states that the best part of the river is between the lake and St. Paul. The worst part of the river is in the vicinity of Burlington.

Rates Restored at Watertown.

A private dispatch was received in St. Paul yesterday from Chicago, stating that agents of the Chicago & Northwestern, the Minneapolis & St. Louis and Burlington, Cedar Rapids & Northern roads had met and agreed to restore grain rates at Watertown, Dak., and cease hostilities. For the past two or three weeks a rate war has been indulged in from this point, which has been ruinous to all the lines participating, and during the time it has been carried on most of the wheat from that district has been marketed in Chicago at a very large profit to the shippers. The rate on wheat from Watertown to Chicago is 33 cents per 100 pounds, but in a few days after the war broke out, shipments were taken at 25 and 20 cents, and just before the agreement was signed to restore rates, all the roads were carrying wheat to Chicago at 15 cents per 100 pounds, a cut of 18 cents. Peace was brought about by the Milwaukee & St. Paul company, which informed the competing lines that unless rates were restored it would enter the fight by reducing its rate to 15 cents to Chicago from Milbank and other points close by. While the rate was 15 cents from Watertown and the Milwaukee & St. Paul, was maintaining tariff from Milbank, thirty miles distant, farmers hauled their wheat to Watertown away from the Milwaukee & St. Paul road. Rates were restored yesterday to 33 cents.

Have Another Scheme.

Now that the Northern Pacific double-deck cars have been shut out from Chicago, it has prepared a scheme whereby it will be enabled to ship the forty double-deck cars of sheep contracted for one party, and which will be along shortly. This was given as a pointer by Northern Pacific officials. What the scheme is they will not divulge until it is completed, but they stated that the sheep would be taken to Chicago without the earnings going into the Northwestern Traffic association. If the scheme works successfully probably the remainder of the sheep in Montana will be carried this way to the Chicago market.

Work on the Cascade.

Work on the Cascade division of the Northern Pacific road will be resumed, orders being received at the local offices from New York to continue. B. G. Bogue, principal assistant engineer of the Northern Pacific, who has been superintending the work on the Western division of the Cascade branch, will probably be put on to the Eastern division, where the work will be resumed, and succeed H. S. Huson, resident engineer at Yokima, who has had charge of the work on this end. It will probably take two years to complete the remainder of the line; the hardest piece of work to be done will be the building of the tunnel. For this a definite location has been made. A summit tunnel 9,850 feet long will be required at an altitude of 2,855 feet above the sea level. The summit will be reached by a maximum grade of 116 feet to the mile.

What Does it Mean?

Anoka Union: Yesterday morning a party of eight surveyors arrived at the depot on the 9:30 Northern Pacific train, with a large amount of baggage, and at once secured teams to convey them to their destination. Repeated inquiries to ascertain their business here were met with evasive answers and misleading remarks. From a reliable source we learn they were in the employ of the Minnesota & Northwestern railroad, and that they went to a spot about eight miles southeast of Anoka. One of the party is reported to have said, upon being asked "what they were doing?" "can't tell, but there are some parties who would give many dollars to know." The Union wouldn't be surprised if this company was looking out for a route from St. Paul to Dakota, taking in our prosperous city. Developments will be awaited with interest.

Canada, La Crosse & Southwestern.

Special to the Globe.

LA CROSSE, Nov. 5.—The annual meeting of the Canada, La Crosse & Southwestern Railway company was held Wednesday evening in the office of the secretary of the board of trade and transacted the usual business pertaining to such a meeting. The following were elected members of the directory for the ensuing year:

G. C. Hixon, G. R. Montague, Joseph Clarke, A. Hirshheimer, J. S. Medary, La Crosse; T. B. Scott, Merrill; W. H. Upham, Mansfield; W. Z. Price, C. F. Ainsworth, Black River Falls; F. A. Roziene, A. R. Spriggs, B. W. Stevens, Charles City, Ia.; J. S. Kelso, Ackley, Ia.

Executive Committee—Joseph Clarke, G. R. Montague, B. W. Stevens.

After the stockholders' meeting adjourned the directors met and elected the following officers:

President, F. A. Roziene; vice president, W. T. Price; secretary, A. R. Spriggs; treasurer, G. C. Hixon.

Earnings of Two Roads.

Special to the Globe.

MADISON, Wis., Nov. 5.—Railroad Commissioner Haugen to-day received the annual report of the Wisconsin & Marinette railroad company for the year ending September 30. It was as follows:

Income	$168,940
Operating expenses	142,618
Taxes	9,879
Net Income	45,506

The road is 55 miles long.

The Marinette, St. Croix & Wisconsin railroad reports:

Income	$71,901
Operating expenses	97,135
Excess of expenses over income	25,228
Miles operated	112
Miles in Wisconsin	87

Canadian Mail Service.

The Canadian government has just completed a new arrangement for the carrying of its mail from Eastern Canada to Manitoba. At present all the mail comes via St. Paul, but after Sunday Canadian mails will be sent via Port Arthur and the all-rail Canadian route. The mail will leave Winnipeg at 8 o'clock in the evening and arrive at 7 o'clock a. m. Six mail clerks will be placed on the division between Winnipeg and Port Arthur. The mail from Winnipeg in the morning will be sent as at present, via St. Paul and Chicago. To points west of Toronto the mails will be sent exclusively via Chicago and St. Paul.

New Dubuque Line.

On Sunday next, Nov. 8, a Pullman sleeper will commence running between St. Paul and Dubuque, via the Iowa & Minnesota division of the Milwaukee & St. Paul road. The sleeper will leave Dubuque at 7:45 p. m. and arrive in St. Paul and Minneapolis at 9:30 a. m. At 5:10 it will leave St. Paul and Minneapolis and arrive at Dubuque at 7:10 a. m. This sleeper between these points makes an entirely new line besides the train which is run on the River division.

Foreclosure Favored.

BOSTON, Nov. 5.—A meeting of the holders of securities of the Louisville, Evansville & St. Louis railroad was held yesterday, to consider the matter of a forclosure of the mortgage on the road and reorganization of the company. After a prolonged discussion it was voted that a committee of three persons, none of whom shall be a director, be appointed by the chairman to confer with the proposed trustees and the late directors, to investigate the whole matter and report their conclusions at a meeting to be called by the committee within ten days, if possible.

Land Grant Requirements Fulfilled

The extension of the Omaha line from River Falls to Ellsworth, a distance of thirteen miles, has just been completed and this extension fulfills all requirements upon which was based the claim to the St. Croix land grant. This morning Gov. Rusk of Wisconsin, accompanied by State Treasurer McFetridge, Attorney General Frisby and Railroad Commissioner Foster will arrive in the city from Madison. They will proceed from here in company with Omaha officials and inspect the new extension.

Notes.

A joint tariff on lumber was issued yesterday by the Milwaukee & St. Paul and Union Pacific roads, naming rates to points on the latter line. The new rates, which show very little change, take effect Nov. 2.

The earnings of the Chicago & Alton railroad for the month of October were $745,553, a decrease, as compared with the same month last year, of $143,503.

Movement of Steamships.

Special to the Globe.

DULUTH, Minn., Nov. 5.—Arrived: Barge Raleigh and schooner Lucerne from Buffalo, coal; barge Heela and schooner W. S. Crossethwaite from Sandusky, coal; barges M. M. Drake and Ohio from Buffalo, coal; propeller A. L. Hopkins from Toledo, coal; barge Australasia, towing the schooners Emma L. Coyne and H. D. Alverson from Sandusky, coal; barge Iron Age and schooner Sandiego from Toledo, coal. Wheat rates to Buffalo are dull at 4½ cents.

LONDON, Nov. 5.—Arrived: The Lydian Monarch, from New York.

An ORDINATION.

Five "Levites" Inducted Into the Priesthood at Merriam Park.

To the Editor of the Globe:

Yesterday was one of great joy to the faculty, the seminarians and the classical students of St. Thomas seminary, Merriam Park, the first seminary of the Northwest. The occasion was the ordination of five "levites," who, speaking after the old custom, went up to the temple to be elevated to the full in the sacred office. It was, of course, the first ordination held at St. Thomas, for St. Thomas has been open but a few months, and so the priests of the diocese were much concerned in it, and as many as could be accommodated in the building were invited to witness the solemn ceremony. The rector expressed regret that all the priests in the diocese were not present, but when it is understood that there are in the diocese of Bishop Ireland 170 priests, and that on these occasions great deference is paid to the families of the new priests, it will be understood that a comparatively small establishment like St. Thomas could not with satisfaction to the guests accommodate all the priests and the parents of the boys. "For me," says the reverend rector, "I can only say that we need new buildings; there is not room for another boy here, and I have applications from thirty new boys, or from their parents, for next year, but you must ask his lordship at the head of the table when we are to have the new buildings." Bishop Ireland has Mr. Cleveland, the professional landscape gardener, at work making a full plat or map of the estate, and he will show a general plan of improvement and suitable development, so that in the near future the grounds surrounding St. Thomas will be probably the finest for college and school purposes in the Northwest. Let me remark that a gentleman of St. Paul, who came at one time near being the owner of the estate, says that for wood and water and good land there is not a property in Minnesota that can compare with this.

THE ORDINATION.

But to the services of the day. The "levites," which is the ecclesiastical title of the five young men, not very young either (for the church never hurries ordinations, much as priests are needed) who were ordained were Robert Hughes, Illidius Lanzon, Patrick McTeague of St. Mary's parish, St. Paul; Thomas Gibbons, De Graff, Minn., and Dennis O'Kuffe, Dakota county.

The ceremony was performed by the Rt. Rev. Bishop Ireland, assisted by the very reverend and venerable and highly esteemed Father Ravoux, who has for so many years labored for Catholicity in the upper Mississippi and who experienced more of Catholic struggles than any priest in Minnesota. The Rev. I. I. Conway, Rev. Father Jeram and Rev. Father Heffron, all of the faculty of St. Thomas, were respectively deacon and subdeacon and master of ceremonies, and the smoothness of them showed the reverend gentlemen to be no novices in church ceremonials. The following reverend rectors were present:

Shanley, the cathedral of St. Paul; McGolrick, Minneapolis; Slevin, Shieldsville; Daily of the Dominican order, whose white habit reminded people of poor Father Tom Burk, Calliet; Stariha, Reilly, Gallagher, Genis, Byrnes, Keane, O'Brien, all of St. Paul; Keul, Assumption; Raleigh, Hastings; Duane, Mapleton; McDavitt, Litchfield; Kennedy, Minneapolis; Guilotte, Waverly; Koering, New Trier; Nongaret, Minneapolis; Dagnauet, East Minneapolis; Rynda, Delano; Tichy, New Prague; Prior, Mankato.

After the ceremony, which was long and solemn, and was witnessed by the parents and friends of what we must now call the reverend fathers, the gentlemen meandered here and there over the grounds; the bishop found time to have pleasant banter with the boys, whose fine, ruddy cheeks showed that they are well cared for. Then a substantial dinner was served to the assemblage.

The young priests will now have an opportunity to visit their homes; those whose parents live in Minnesota will proceed to the church of the parish in which their parents reside, and their first mass will be in that church next Sunday. Generally that is an occasion of great concern to the family of the young priest. Usually a priest manages to have a youth or two brought up in the direction of the priesthood. It happens sometimes that a boy does not show clearly enough that he has a calling, a "vocation" and without offense the young man is told by his spiritual director to go into the world and take up a profession. But the priests who direct boys to the priesthood are looked up to in after life as the spiritual father of the protege, and in that priest's church, which is also that of his parents, the young man wants to say his first mass. After that the young priests get a few weeks' vacation and then they are assigned here or there to assist the older priests, and in a year or two, or three, perhaps, they get parishes of their own.

Rev. Father Jeram, "procurator"—i. e. he provides everything—of St. Thomas, was not remiss in anything that contributed to the comfort of the guests; they found conveyance from the depot to the seminary and back, and when the strangers offered to pay the driver he replied that he was instructed by the procurator not to take money from the guests. Evidently the Rev. Rector O'Gorman has the whole establishment in fine order; there was comfort and satisfaction on every hand.

The strangers departed, having received the Bishop's blessing, and that of the new priests. They in return left good wishes for St. Thomas, its reverend rector and faculty, and its army of twenty-nine seminarians and forty classical students.

S. J. AHERN.

St. Paul, Nov. 6.

HANLAN WAS OUTROWED

Is the Verdict Rendered by Wallace Ross, the Oarsman.

Conley Wins the Three-Mile Race from McKay of Boston.

NEW YORK, Nov. 5.—Wallace Ross has written to the Turf, Field and Farm indignantly denying that there was anything but an honest race at Pleasure island Oct. 24. It had been charged that Hanlan asked Teemer to throw the single scull race. Ross writes that Hanlan through failure to make allowance for tide in rounding the stake boat, got a little the inferior position, but nevertheless, was fairly outrowed.

Conley Outrows McKay.

Special to the Globe.

WORCHESTER, Mass., Nov. 5.—The single-scull boat race on Lake Quinsigamond this afternoon, between Peter Conley of Portland, Me., and John McKay of Boston, was won by Conley after exceedingly hard work. The race was for $250 a side, and the distance was three miles with a turn over the old college course. Charles J. Aldrich of this city, formerly Coxwain of the Yale University eight, was referee, and George H. Hosmer and George E. Webb, judges for McKay, and William Ottole and William J. Spellman, judges for Conley. The race was witnessed by a thousand people, among whom were many well-known Boston sporting men. The water early in the afternoon was lumpy, but grew more smooth toward sunset, and was in fair condition when the referee gave the signal at 4:20. McKay started off at a forty-four pace, and on the quarter of a mile had gained an open length. Conley was rowing forty strokes. The oars met at wigwam till midway of the course had dropped to forty and thirty-eight respectively, and a little further they were pulling thirty-six and thirty-three strokes. McKay kept his lead, but he was so intent on giving Conley his wash that he got over into Conley's water. He did not discover his position until he found himself close up to Conley's stakeboat. Here he was obliged to make a spurt for his own stake, and while doing so Conley made up for his lost distance. Conley made a better turn, and by a spurt put his boat two lengths in front. He kept this position, both men rowing a 32-stroke until opposite Regatta point, when McKay spurted up to 36 in a vain endeavor to overtake his opponent. Conley responded with 35 and crossed the line a length and a half ahead. The official time was 20 minutes 20 seconds. There was very little betting. Local sportsmen were made shy by the persistency with which the Boston sborts offered two to one on Conley even after the race had started and McKay had two lengths advantage.

Jerome Park Races.

NEW YORK, Nov. 5.—The receipts at Jerome Park to-day were for the benefit of the mother of Paul Potter, the jockey who was killed on the track a few days ago. About $4,000 was netted.

First Race—Handicap, three-quarters mile, Bonsoir won by a head, Richmond second, Choctaw third; time, 1:19.

Second Race—Handicap, one mile; Anarchy won by half a length, Uberto second, Lulu third; time, 1:47.

Third Race—Handicap, one and one-quarter miles; Wallflower won by a length, Farewell second, Fosteral third; time 2:26.

Fourth Race—Selling race, one and one-sixteenth miles; Hotachinnie won by a length, Mary Hamilton second, Volo third; time 1:54¼.

Fifth Race—Handicap, steeple chase, the short course; Aurelian won by two lengths, Repeater second, Rose third; no time given.

Shropshire Handicap Race.

LONDON, Nov. 5.—At Shrewsbury today the great Shropshire handicap race was won by Gen. Owen Williams' Cohort, with Mr. W. Gibert's The Sailor Prince second, and Lord Bradford's Whitelock third. There were seven starters; five to one was offered against Cohort, seven to one against The Sailor Prince, and ten to one against Whitelock.

St. Paul Boat Club.

The directors of the St. Paul Boat club held a meeting last night, at which the following gentlemen were elected members: Dr. Jay Owens, W. C. Bennett, R. C. Jefferson, Henry C. Drake, Dr. Henry Hutchinson, W. S. Braddock and C. J. C. Ball. It was decided to give a stag dinner party at the Hotel Ryan on Saturday, Nov. 21, and W. E. Bramhall, A. M. Peabody and C. M. Freeman were appointed a committee on arrangements and reception, and George W. Hayes was appointed chairman of the committee on tickets.

It was further decided to give a series of club sociables before Lent, to be confined to members of the club exclusively, and after Lent to give a grand ball at the Hotel Ryan.

A Billiard Tournament.

Special to the Globe.

EAU CLAIRE, Nov. 5.—A number of the knights of the cue in this city are making extensive preparations for a grand billiard tournament to take place early in December. Some of the best players in the country will take part in the exhibition, including Slosson of Chicago, Schafer of New York and Vignaux of Paris.

Lowered the World's Record.

ALBANY, N. Y., Nov. 5.—In a match running race of 100 yards at Island park to-day, Allen of Troy won in 9 3-5 second's, breaking the world's record.

THE GREAT HORSE SHOW.

It is Said to Be the Finest Exhibition Ever Held in the World.

NEW YORK, Nov. 5.—The third annual exhibition of the National Horse Show association of America, which was opened in the Madison Square garden on Tuesday last, is attracting a great deal of attention, and a large number of visitors, including many ladies and gentlemen well known in New York society. The managers claim it is the largest of the kind ever held in the world, and the average quality of animals much better than at the association's show last year. The number of horses present is 444, or over sixty more than a year ago. They come from many parts of the country, including points as far distant as Chicago and Cleveland. Canada is also represented. The display of horses is of all grades from the diminutive Shetland pony up to the massive Percheron Norman. Among the special features of the show are the thoroughbreds, which comprise Woodstock, a Derby starter, the famous Bendor, owned by A. J. Cassatt, and Stylitis, formerly owned by the Earl of Aylesford. The collection of trotters is the largest seen at a horse show and it embraces Don Cassock, owned by the Caton stock farm, Joliet, Ill., with a number of his get; sire, King Wilkes, with others of Wilkes' strain; Alden Goldsmith's Castlera, Erastus Corning's Shawmut, C. J. Hamlin's Mambrino, King Hamilton and R. B. Conklin's Conklin Maid. Mr. Conklin bred the famous trotter Rarus, now owned by Mr. Bonner. Alden Goldsmith, formerly owner of the famous Goldsmith Maid, has a string of twenty-five trotters on exhibition. This display of roadsters, coachers, draft, saddlers and carriage horses is very large and good. Some of them are of very fashionable strains. Among the coaching stallions is Incrsyable, imported by W. K. Vanderbilt. He was sired by Cabir, the property of the French government. The judging to-day was in the pony, draft and hudter classes. Canada was very successful, carrying off the most valuable prizes, New York taking the remainder. None of the western entries received the ribon today. A. J. Cassatt of Pennsylvania, with Bendon, won the hunter's prize.

Peculiar.

Louisville Courier-Journal.

Is it not rather odd that after all this outcry against Southern wrongs against suffrage, the only places where frauds against the ballot-box are so notorious as to excite the citizens to resist them in the courts are Cincinnati and Chicago?

The Farmers' Loan & Trust company of New York filed a bill in the United States circuit court yesterday against the Galesburg, Ill., Water company to foreclose trust deeds securing an issue of $150,000 worth of bonds by the defendant. The company, it is charged, defaulted on the interest coupons due Aug. 1, 1885. John C. Stewart was appointed receiver in a bond of $20,000.