AND AT THE SAME TIME CLEAN AND WHOLESOME.







MINNESOTA HISTORICAL

FOR THE NEWSBOYS!

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The Globe's Free Excursion to Lake Minnetonka

TO-DAY.

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VOL. IX.

HORIZONTAL REDUCTION

To be Made by the Minnesota & Northwestern Railroad in Freight Rates to Chicago.

The Cut Amounts to About 33 Per Cent. From the Present Rate Schedule.

It Was Decided on After Conferences With Twin City Jobbers and Takes Effect Monday.

Official Letters Explaining the Road's Position --- The Talk on the Streets of the Reduction.

A move of President Stickney, of the Manitoba & Northwestern road, which was made public yesterday, has set things humming in the railroad world of the Twin Cities more than anything that has come to light since the interstate commerce law went into effect. It was the announcement that on the completion of the Minnesota and Northwestern road through line a schedule of freight rates would be put into effect, so low that predictions were freely made that it would cause a general and immediate shaking up of all freight business. Some said that not only would business between Chicago and the Twin Cities be affected, but that business to Omaha, and Kansas City would get a taste of the results by the move of the Minnesota & Northwestern, That company announced that on Monday, Aug. 1, it would reduce freight rates from the present tariff between Minneapolis and St. Paul and Chicago to the following figures: Class 1, 50e; 2, 40e; 3, 30; 4, 20; 5, 12 1-2e; A, 17 1-2c; B, 15c; C, 13c; D, 10c; E, 8; salt, cement, lime and stucco, 10c; lumber, lath, sash and doors, 12 1-2c; horses and mules, \$60; cattle, hogs, sheep, 27 1-2c. These rates are

from $33\frac{1}{2}$ to 45 per cent. Lower than the present rates. This announce ment is not unexpected to the jobbers of Minneapolis and St. Paul. For several months the matter of reducing rates between here and Chicago has been under serious consideration between the business men of the Twin Cities, and at last a conclusion has been reached as announced above.

When the interstate commerce law

went into effect no one knew, or could foretell its probable effect, and to be on the safe side the companies selected the average highest local rate and adjusted the through rate on that. This arrangement about doubled the through rate. The idea of Mr. Stickney, of the Minnesota & Northwestern, was to adjust the through rate so as to produce about the same net revenue as was received by the roads before the interstate com-merce law went into effact. He thought that by increasing the through rate slightly and decreasing the local rate largely, the through tonnage being so much larger than the local ton-nage, a slight increase on it much larger than the local ton-nage, a slight increase on it would be equivalent to a large decrease on the local tannage. This is the principle the Minnesota & North-western has adopted in making the pres-ent rate. These rates are 25 per cent, higher than those in force for ten years before the interstate commerce law went into effect. Some one telegraphed to New York that the Minnesota & Northwestern would make a cut rate, and a decline of four or five points in the

granger roads followed. WHAT MR. STICKNEY SAYS.
Mr. Stickney was seen yesterday afternoon and questioned in regard to the matter. He denied that his road had made any cut and said that it did not intend to make one, but that he had simply established a rate that, after long consultations with the huster. simply established a rate that, after long consultations with the business men of Minneapolis and St. Paul, was regarded as reasonable. He further stated that if any rate war was inaugurated it would be by the associated companies and not by the Minnesota & Northwestern, but that deputly the other roads make new rates. should the other roads make new rates he would meet them, and whatever might be the rate he proposed to stand by the business community of the Northwest and to see that it had a fair

rate winter and summer.

At the present time most of the railroad officials connected with the freight departments of the Chicago roads are out of town and could not be soon out of town and could not be seen yes-terday. Those that were here could give no information as to whether the roads they represented would meet the new rates or not, or whether they would cut deeper. Lee Canman, the well-known "Bismarck" of the Chicago Tribune, one of the best-informed rail-mad editors in the United States. ds they represented would meet the road editors in the United States, arrived in St. Paul last evening. He stated that he had understood that the Milwaukee & St. Paul and the Burlington & Northern had adopted the rates. He had also heard that the latter road had threatened to make a lower rate still, out that it was not likely that it would, as the one made by the Minnesota & Northwestern was higher than the one in force before the passage of the interstate commerce law, and satisfactory to the business men of the Northwest.

state commerce law, and satisfactory to the business men of the Northwest.

THE OFFICIAL ANNOUNCEMENT.
General Manager Raymond Du Puy has given to the GLOBE two communications to Commissioner Faithorn, one from Tariff Manager Hanley to Commissioner Faithorn and the other from President Stickney to general managers and presidents of roads interested in the traffic, which explains the position of the company. These letters, which will be read with interest, are given below:

St. Paul, Minn., July 26.—J. H. Faithorn, Commissioner, Chicago, Ill.: Dear Sir: I beg to acknowledge the receipt of your favor of the 14th inst., asking me if this company would become a party to the contract agreed to by the managers of a large number of roads, forming an association to be known as the "Western and Northwestern Freight Bureau." I desire to reply that this company fully approves of the ostensible object of the association, viz.: To maintain uniform and reasonable rates at competetive points by all companies. Judging, however, from the action of the old Northwestern Traffic association, to which this bureau seems to be the successor, at the time the interstate law became operative, and since, it seems to me that the bureau is not likely to be controlled in a manner that will carry into effect its ostensible object; but will on the contrary, establish and attempt to maintain unreasonable rates at all competitive points. You will recollect that for many years prior to the enactment of the interstate commerce law, the prevailing rates between Chicago and St. Paul and Migneapolis were: First class, 40 cents; second class, 30 cents; third class, 15 cents; third class, 10 cents, with occasional cuts, rebates and varions other inventions unnecessary to specify. That immediately upon the law taking effect, these rates were raised (against our protest) to first class, 25 cents; fourth class, 30 cents; third class, 45 cents; second class, 60 cents; third class, 25 cents; fourth class, 20 cents; third class, 20 cents; tourth class, 20 c

bear witness, this company at the time the present rates were adopted, protested against the adoption of this policy, but our line being uncompleted, we were powerless to prevent it, and were for the time compelled to submit. On the 1st of August next we shall open a line under our own control from Minneupolis and St. Paul, and from Des Moines, 1o., to Chicago, and we feel constrained in our own interest, as well as in the interests of the communities which our road was built to serve, to again protest against this poncy then adopted, and which your bureau is intended to perpetuate.

communities which our road was built to serve, to again protest against his ponicy then adopted, and which your bureau is intended to perpetuate.

The question is frequently asked by those opposed to the principal of the interstate commerce law, Who has been benefited by its enactment? The rates to non-competitive points remaining the same as before, while to competitive points they have been doubled. If the purpose is to make the law odious, the policy adopted would seem to be well calculated to produce the result.

The rates as they existed prior to the interstate commerce law seem to have produced net results satisfactory in the aggregate to the owners of railway properties, and the chief complaint from the public was that too much was collected on non-competitive business. It seems to us that an adjustment of noncommetitive and competitive rates could be made, by lowering the former and increasing the latter, so as not to effect the gross revenue of the companies, owing to the large tonnage at competitive points. A slight increase on the old competitive rate would equal a large decrease on the non-competitive rate, thus the spirit as well as the letter of the law would be complied with and the public satisfied.

For the reasons stated we are compelled to decline, for the present, joining the contract. Yours truly,

Traffic Manager.

FROM PRESIDENT STICKNEY.

This, from President Stickney, is ad-

FROM PRESIDENT STICKNEY.
This, from President Stickney, is addressed to the presidents and general managers of all companies interested in the traffie:

Dear Sir: At the time the interstate com Dear Sir: At the time the interstate commerce law went into effect the different roads interested in the traffic between Chicago, Minneapolis, St. Paul and Minnesota Transfer adjusted the rates to comply with that law by almost doubling the former rate between these points. Our road at that time constituted only a part of a through line, and had for that reason very little influence or voice in the matter. I am informed that a a respectable minority of the companies at that time and since have protested against this policy as unwise. It has been the source of a great deal of dissatisfaction with shippers, and has resulted in sending the bulk of the tonnage over the lake routes. As we shall open our own line for through business on the 1st of August it has been my duty to consider and determine its future policy. In this consideration I have consulted with the transportation committees of the business organizations of Minneapolis and St. Paul and have had a full expression of their views. I understand them to desire the establishment and maintenance of reasonable and uniform rates, such rates as shall be fairly remunerative to the companies and as can be continuously maintained without the usual fluctuations, and that they do not desire "rate wars" making unreasonably low

cevery reason to believe, that in many instances large rebates were given even those
low rates. To jump the rates at once to 75
cents first class and 20 cents fifth class, without rebate or other deduction, seems to them
unreasonable. After several days, consultation
these shippers, through their committee,
have agreed that their former rate was probably too low and that they would be satisfied
with a regular and continuous rate of 55
cents first class down to 1232 cents fifth
class, which, as you will see, is an advance
of about 25 per cent, above the former tarif
rate, and I deem it but just to take this earliest opportunity (the agreement having been
been reached last night) to notify you that
this company has agreed to accept this rate
from and after August I, the time when we
begin to operate our own through line.

from and after August I, the time when we begin to operate our own through line.

I desire further to state that this company has made no contracts with individuals or associations by which they have agreed to give it the whole or any portion of their business. At all of the conferences I have been particular to disclaim any desire to make such an arrangement, and have been particular to the conference of particular to disclaim any desire to make such an arrangement, and have been particular to point out that all companies were entitled to a fair share, and a fair share was all this company would ask or expect.

I will say further that this company will put the tariff enclosed into effect, not in the spirit of a cut rate, but as a fair and reasonable compromise satisfactory both to this company and its patrons—the businesss men of St. Paul and Minneapolis.

If a lower rate should be made by other companies we should probably be constrained to meet, but we are convinced that the public does not demand it. Very truly yours,

A. B. STICKNEY, President.

WHAT IS SAID OF IT.

Two Opinions on the Effects of

Two Opinions on the Effects of the Reduction.

A prominent freight official last night expressed himself as follows:

The inauguration of President Stickney's road by this reduction on a basis of fifty cents for first class freight and twelve and one half cents for fifth class freight between there and Chicago, will create some dissatisfaction among St. Paul and Minneapolis jobbers if the other Chicago roads are compelled to lower their rates accoraingly, to compete with the Minnesota & Northwestern. Heretofore, the best policy, which it has been deemed to pursue for the benefit of the St. Paul and Minneapolis jobbing trade, has been to keep the rates from Chicago to St. Paul as high as possible. It is easy to understand this. If the jobbers of Chicago can get such low rates to points in Minnesota and Dakota, as they certainly will if such a general reduction goes into effect, for under interstate restrictions all rates to local points in Minnesota and Dakota will be reduced to correspond, they will come into very undesirable competition with St. Paul and Minneapolis, and will ultimately throw the Twin Cities out of the jobbing trade. Consider now that by the lake transit and connections over the Omaha and Duluth reads, via the ports of Washburn and Duluth respectively, the rates have always been low enough to bring freight through from Eastern manufacturing centers to Minnesota and the Northwest, and threw Chicago out of the jobbing market. Can't you see that by such a reduction as Mr. Stickney has made you kill the benefits of lake transportation, and bring Chicago so near that the jobbers of St. Paul and Minneapolis discover that the Chicago shipper can ship his freight through to points in Minnesota and the Northwest at almost as low rates as you can ship freight to the same points from St. Paul and Minneapolis.

Another railroad official said: the Reduction.

points from St. Paul and Minneapolis.

ANOTHER OPINION.

Another railroad official said:
Such a reduction will tend to force the lake lines to make such low navigation rates that they wont be able to do any business at any profit, and to deprive the lake lines of their business will operate to the benefit of Chicago by knocking out one of the best safeguards the jobbing trade of the Twin Cities has had availust Chicago competion, and exguards the jobbing trade of the Twin Cities has had against Chicago competion and exorbitant rates. CHICAGO, July 29.—At a meeting of the Northwestern Freight Bureau this afternoon it was decided to meet all the rates made by the Minnesota & North-

A Clever Device for Cutting Rail-

western railroad from August 1.

way Fares.
Since the advent of the interstate commerce law, which imposes heavy penal-ties for all kinds of discrimination, rail-ways have been put to their trumps to discover ways to afford special advant-

The Minnesota & Northwestern railroad has just invented a new method. It changes the running time of its passenger trains in such a way that one can go from Minneapolis or St. Paul to Chicago and be only one lussiness day away and be only one business day away from home, while by all other routes it consumes three days' time-making a saving in time by taking the Minnesota & Northwestern night limited of two fullclass, 30 cents; fifth class, 20 cents, or about 100 per cent, increase.

The effect of this policy, if continued, wended have a tendency to tear down the splendid jobbing and manufacturing business which has been built up at such centers as Minneapolis, St. Paul, Dubque, and Des Moines, without benefiting any other communities, or the companies.

As I have stated, and to which you will business days, equal, if one's time is worth \$10 per day, to a saving of \$28 in time and hotel bills. What the old

SAINT PAUL, MINN., SATURDAY MORNING, JULY 30, 1887. THE TWINS NOT SLIGHTED.

President Cleveland Has Made Arrange ments to Visit St. Paul and Minneapolis.

And There Will Be No Need for an Invitation Committee to Go to Washington.

Chattanooga and Raleigh Also Very Auxious to Be Honored by the Chief Executive.

A Peculiar Pension Case---The Reveuue Surplus--National Capital Notes.

Washington, July 29 .- For the first time during the present week there was no business at the White house, which made it necessary for the president to come into the city. Therefore he spent the entire day at his country home, Oak View, where the temperature is said to be at least ten degrees lower than at the White house, and where he is able to endure the present hot spell with decidedly more comfort than is possible at his official residence. The president will remain at Oak View pretty much all the time until he leaves the capital for his Southern and Western trip in October. He may come into the city once or twice a week to attend cabinet meetings, but it is not believed that these meetings will be continued with regularity during the summer. Telegrams were received at the White house to-day saying that committees of citizens of St. Paul and Minneapolis citizens of St. Paul and Minneapolis had been appointed to proceed to Washington to invite the president to visit these cities on his Western trip. They will be submitted to the president this evening and it is more than probable that he will request that the committees abandon their proposed trip to Washington and that instead the invitations be mailed to him. It is however to be mailed to him. It is, however, regarded as settled that the cities named will be included in his Western trip.

CHATTANOOGA'S BID.
CHATTANOOGA'S BID.
CHATTANOOGA, Tenn., July 29.—As it is probable that the president, while either going to or returning from Atlanta, will pass through Chattanooga, the mayor of Chattanooga, at the request of a large number of leading citizens, has sent the following telegram: zens, has sent the following telegram:

To Grover Cleveland, President of the United States, Washington: The people of Chattanooga, irrespective of political faith, wish to extend to you and Mrs. Cleveland an invitation to stop a day at Chattanooga while en route to Atlanta, that you may visit Lookout mountain and its beautiful and historic environs and witness the prosperity of the most progressive commercial and manufacturing city in the South, Chattanooga being the center of an extensive system of railroads, your visit here will best enable the people of East and Middle Tennessee, North Georgia and North Alabama to pay their respects to their chief magistrate, Chattanooga extends you a hearty and cordial welcome, and its 40,000 citizens, representing by the place of their mativity every senting by the place of their nativity ever state in the Union, will feel honored by you

state in the Union, presence among them.

A. G. Tharp, Mayor. A. G. Tharp, Mayor.

If he accepts his encertainment will include a visit to Lookout mountain, a barbecue dinner upon the historic Missionary Ridge, and a review of the citizen soldiery of East and Middle Tennessee, North Georgia and North Alabama.

Mayor Tharp is a Republican.

RALEGER WANTS HIM.

RALEIGH WANTS HIM. RALEIGH, large meeting of citizens was held here to-night, at which reso-utions were passed, cordially and earnestly inviting President Cleve-and to visit this city during the state fair in October. Arrangements have been perfected by which the president can leave Atlanta on Wednesday even-ing. Oct. 19. on a special train and ar-rive at Raleigh early Thursday morn-ing, Oct. 20, if it will suit his con-ventiones.

HE GETS NO PENSION Because He Served Briefly in the

Rebel Army. Washington, July 29.-The secreary of the interior to-day denied the claim of William Hedgapeth, ex-private in the Forty-second Indiana volunteers. The case is an uncommon one, and has been the subject of much discussign by pension officials. Hedgapeth was captured in 1863, and confined as a prisoner at Andersonville. After remaining in captivity five months he enlisted in the Confederate army, he says, to escape starvation, and so informed his fellow-prisoners, and that at the first opportunity he would desert, and, if possible, make his way back to his old command. After a short service in the Confederate army he carried out his intention, and finally reached his old regiment in which he served until discharged. Some years ago Hedgapeth applied for a pension on the ground of disability con-tracted while in the Federal service. This fact was fully sustained. The law provides that no one who aided directly or indirectly the enemies of the govern-ment in the late war shall be permitted to draw a pension. Hedgapeth's brief connection with the Confederacy made him amenable to the law. His motive, it is said, cannot be taken into consideration. Opinions by the dozen, some favation. Opinions by the dozen, some fav-orable, and some unfavorable, have been written upon the case by the dif-ferent officials of the interior depart-ment. At last, after the lapse of years, it reached the secretary of the interior for final action. The papers in this case, which are very voluminous, include a strong protest against payment of the pension by Commissioner Black.

THE ATLANTA.

A Report Received From the Cap-

tain of the Vessel. Washington, July 29.—The following letter from the commanding officer of the Atlanta was received at the navy

of the Atlanta was received at the navy department this morning:

United States Steamer Atlanta, Second Rate, Newport, R. I., July 27.—Sir: In obedience to paragraph 99, page 45, Navy Regulations, I have to report that in returning to this anchorage with the board ordered to test the batteries, etc., this vessel touched ground yesterday during a fog, sea smooth, light airs from the southeast. The bottom was sand. The ship going slowly under one bell, was stopped and the engines backed, when she at once returned to deep water and was anchored. The fog lifting, she was got under way again, and brought to this anchorage. A careful examination has been made, and she is not believed to have suffered any injury whatever with the possible exception of having broken a piece off the each of her propeller blade, the temporary cast fron propellor. No pipe, weir, or connection of the machinery, etc., was found to be injured, nor has she leaked at all. This morning she was got under way and with the board on board proceeded to sea, and the battery was tested to the satisfaction of the board. All parts of the machinery, rudder, etc., wosked as usual—and—the ships speed per revolution was the same as before she touched the bottom. Very respectfully, F. M. Runce, Captain Commanding.

The authorities of the navy—department say nothing has been received.

tery to the satisfaction of the board proved it to be serviceable or otherwise, though the impression drawn from pre-vious reports is that it must have been

His Accounts All Right. Washington, July 29.—The committee from the office of the first comptroller of the treasury appointed to examine the books and accounts of George W. Evans, financial and disbursing officer of the department of the interior, has completed its work and made its report to the secretary. The examination covers the period between May 1. 1883, the date of Mr. Evans' appointment, and July 13, 1887. The report shows that the disbursements of the office for that period aggregates \$2,754,363.13, every cent of which is fully and satisfact-rily accounted for. The accounts of all the other disbursing agents of the interior department, aggregating about \$100,000,000 yearly, are also kept by Mr. Evans and were shown to be absolutely correct. ler of the treasury appointed to exam-

The Revenue Surplus.

Washington, July 29.—The revenues so far this month amount to over \$32,-000,000, an average of more than \$100,-009,000, an average of more than \$100,000 a day. The expenditures during the same time, including \$11,500,000 paid for pensions, amount to about \$25,500,000. The expenses so far this month have been less than was anticipated, by the reason of the failure of the navy department to make certain expected requisitions. At the same time the receipts were greater than was estimated July 1. Treasurer Hyatt reports the surplus to Treasurer Hyatt reports the surplus to-day as \$45,100,000, an increase of nearly \$6,000,000 since the same date of last month. Treasury officials, however, believe that heavy payments to be made next month will again reduce the sur-plus to about \$37,000,000 by the 1st of

Crawford's Case.

Special to the Globe. WASHINGTON, July 29,-The case of Past Assistant Surgeon Crawford, of the navy, who was arrested yesterday charged with the betrayal of the four-teen year old girl, Eva White, was a live topic of conversation in the naval rive topic of conversation in the haval circles here to-day. Surgeon General Grinnell, of the navy, in an interview with a reporter, said Dr. Crawford stood well in the service, and he was inclined to believe the story told by Crawford to an intimate friend, that he was entirely innocent of the charges, and they were brought against him for black righting purposes. blackmialing purposes.

THE STATE OF TRADE.

Weekly Review of the Commercial Situation.

New York, July 29.—R. G. Dun & Co., in their weekly review of trade, say: Foreign commerce is still unsatisfactory, while in domestic trade the usual summer dullness is increased by a variety of causes. Large bank cleara variety of causes. Large bank clear-ings and railroad earnings fail to reflect the present state of business, which is in many branches characterized by un-certainty and hesitation. Clearings represent (1) speculative dealings; (2) settlements on business done from one to four months ago; (3) current cash transactions; so that activity in specu-lation or large payments on past busilation or large payments on past business often swell clearings, when new legitimate business is decreasing in volime. Railroad earnings, since the interstate law affected rates, afford no reliable indication of the volume of traffic, and the publication of tonnage statistics has been to a large degree suspended, which has significance. Low prices delay the movement of wheat, and the injury to corn, hay and some minor crops produces uncertainty. Meanwhile foreign imports tainty. Meanwhile foreign imports at New York continue larger than last year, while the exports for the fou weeks past have been 8 per cent. smaller, and official reports show an increase of \$71,000,000 in June for all imports against a decrease of nearly \$8,000,000 in all exports. For the three months ending with June, the excess of merchandise imports was \$44,392. Wheat, corn, oats, oil, beef and hogs are lower than a week ago. Bed winter wheat, corn, oats, on, beer and nogs, are lower than a week ago. Red winter wheat at 79½ c at New Yerk, the lowest July price on record, compares with 76 to 78 1-2c in November and December, 1884, but with that exception no lower price has been recorded in any month for sixty-two years. Corn at 45c at New for sixty-two years. Corn at 45c at New York, and oats at 32c, and beef at an average of \$4.35 do not encourage farmers to buy largely of the products of the industries. Speculation in cotton halts, since the syndicate failures, but prices weakened again to-day, and coffee yields a shade, dealers meeting a light and uncertain distribution demand. Sugar rises a little, with the publication of bullish statisties. Spice dealers com-plain that consumers do not come to time, and the handlers of rice are not overworked. Oil fell to 54½ cents, but has recovered a little. Coal agents announce an advance of 10 cents for August, and that trade is supported by an increasing demand. Cotton goods met an unusually good demand, and prices are stiff. In woolens the orders scarcely suffice to open the market, except in cheviots, which move at prices ont higher than last year. In dress goods a fair trade is noted. Interior reports nearly all note dullness, with hopes of large trade hereafter. Money is in only fair demand, with no noteworthy change in rates, and collections fair, with improvement at one or two points. The speculation in tobacco begins to advance prices, and the rubber combination slowly progresses toward completeness. The termination of the coke strike set most of the iron furnaces at work, and yet it is observed that the work, and yet it is observed that the actual consumption of pig iron was smaller for the first half of 1887 than for the last half of 1886. Stocks have been depressed, with signs of weariness on the part of holders. The treasury took in \$1,200,000 more than it paid out during the past week, but money is easy at 4 per cent., and foreign exchange unaltered. The recent decisions of the The recent decisions of the interstate commission have not cleared up the more embarrassing questions re-garding rates on competitive freight, and charges of rate-cutting in trunk lines indicate want of agreement in con-struction of the law, with some disappointment as to the volume of traffic. The outlook is affected in some districts by injury to crops from drouth or storms, but all Southern reports con-tinue especially favorable as to cotton. Less is heard of real estate speculation at the West and South, but at several points, as at Omaha, it is noticed that heavy building operations are in pro-gress. The transfer of floating into fixed capital has not yet ceased. The business failures during the last seven, days number for the United States 162: for Canada 22; total, 184, compared with

Sold His Wife. VINCENNES, Ind., July 29 .- A pecu-

172 last week, and 192 for the corre-

liar case came up in the mayor's court yesterday. Charles Bohn had J. H. Bunch arrested for taking away Bohn's wife and living with her. Bunch is a blind pensioner and had quite a sum of money. Mrs. Bohn had a strong liking for the blind man and she left her hus F. M. Runer, Captain Commanding.
The authorities of the navy department say nothing has been received from the board itself and they are unable to say whether the test of the bat-

PATRON IS THE PRINCE.

A Great Turf Event Marked the Closing Day of the Grand Circuit Races.

And Sent the Ten Thousand People at the Cleveland Track Wild With Enthusiasm.

Emery's Gallant Young Stallion Defeats Harry Wilkes in Three Very Fast Heats.

The Record of Events on the Turf at Other Points---General Sporting Intelligence.

CLEVELAND, O., July 29 .- This was the closing day of the grand circuit races. The weather was fine, the track fast and the attendance 10,000. The event was the special race for \$5,000, arranged between C. F. Emery's young stallion, Patron, who won a race at Detroit in 2:16, and the well-known known that the stallion was a good one, but some of his best friends were of the opinion that he could not defeat the level headed campaigner. Others said that Wilkes would have to turn the track in less than 2:15 if he would win the race. Wilkes was the fraveite in the rack and less than 2:15 if he would win the race. Wilkes was the favorite in the pools and sold at \$50, while Patron was eagerly bought for \$25. Later on the prices dropped, but the proportion was about the same. Wilkes drew the pole for position, and many thought that this was in his favor. Both horses were in prime condition, the track was good, and better weather could not have been secured if it had been especially ordered for the occasion. In the

or the occasion. In the FIRST HEAT.

The horses got away at the fifth at tempt. They reached the quarter in 33% seconds without a skip and Patron was an open length ahead, going to the half which was made in 1:07. He gained a trifle, but neither horse was urged. The three-fourths was reached in 1:41 and thereach home was very reathy. Wilds. therace home was very pretty. Wilkes kept up his gait as did Patron, who came under the wire without an effort

came under the wire without an effort by a good long length in front of Harry Wilkes in 2:16.

A prettier start could not have been asked for, and Patron immediately got down to his work. He had a nice lead at the turn, and although Harry Wilkes was trotting fast when the quarter was reached in seconds, Patron was a good head in advance. It was a great race to the half mile and when the post was reached Patron had a lead of great race to the half mile and when the post was reached Patron had a lead of two lengths, making the distance in 1:06¼. The stallion kept on trotting like the wind and in the back stretch he had gained another length. He had the race all his own way from this to the wire, as Wilkes showed signs of quitting. Patron come thundering down the home stretch amid deafening applause and made the mile in 2:16½, seven lengths ahead of Wilks.

IN THE THIRE HEAT

IN THE THIRE HEAT Patron was seven lengths ahead at the three-quarter pole, but he was kept down and when he finished in 2:14¼ he was five lengths in the lead. The summary of the races is as follows:

Free for all trotting purse, \$2,000, divided;
unfilnished—

	Charlie Hilton
	Charlie Hilton 2 2 3 2 2 Killfoot 4 3 5 3 4 Mand Messenger 5 5 4 5 5 Time, 2:174, 2:184, 2:18, 2:174, 2:164.
	Mand Messenger 5 5 4 5 5
	Time, 2:174, 2:184, 2:18, 2:174, 2:1619,
	2:19 trotting class, for a purse of \$2,000,
	divided
	Belle Hamlin 1 1 1
	Lowland Girl
	Bélle Hamlin
	Pilot Por 2 A A
	Time, 2:19, 2:1712, 2:1612.
	2:33 trotting class, for a purse of \$2,000,
	divided—
	Rosaline Wilkes 1 1 1
	Valleyr
	Class Lender 7 5 9
	Class Leader 7 5 2 Chanter 8 2 6
	Chanter
	Daisy Gardner 4 6 4
	Daisy Wilkes
	Sharper 6 9 10
	Camille12 8 9
	Ed Graham
	Sleepy Chief
	Rottery Girl
0	Time, 2:25, 2:1834, 2:2214.
۱	Special race for a stake of \$5,000.
	Patron
i	Harry Wilkes 2 2 2
ı	Time, 2:161/2, 2:161/2, 2:141/4.
3	Free for all nacing for a purse of \$1 000

Free for all, pacing, for a purse of \$1,000, divided— AT BRIGHTON BEACH.

NEW YORK, July 29.—The weather was bright and warm, and the track in was bright and warm, and the track in good condition at Brighton Beach to-day.

First race, selling, one and one-sixteenth miles — Susie Forbes won, Hickory Jim second, King B third. Time 1:524.

Second race, selling, three-fourths of a mile — Mamsella won, Kink second, Douglas third. Time, 1:18.

—Mainselia won, Kink second, Douglas third. Time, 1:18.

Third race, selling, seven-eighs of a mile—Anna Martin won. Littlefellow second, George Angus third. Time, 1:314.

Fourth race, handicap, one mile—Jim Clare won, Lea second, Lucy H third. Time,

Clare won, Lea second, Lucy H third. Time, 1:544.

Fifth race, three-fourths of a mile—Garnet wen, Lucky Seven second, Bobolink third. Time, 1:1842.

Sixth race, Bselling, one and one-eighth miles—Charley Russell won, Blizzard second, Charles May third. Time, 2:0044.

SARATOGA RACES.

BARATOGA, N. Y., July 29.—The attendance at the races to-day, the first of the season, was rather

the extra days of the season, was rather light. The weather was sultry and close and the track fast and dusty.

close and the track fast and dusty.

First race, three-quarters of a mile—Brambleton won, with Col. Owens second and Blessed third. Time, 1:16½.

Second race, one and three-sixteenth miles—Bennette won, with Amalgam second and Brait third. Time, 2:05.

Third race, five furlongs, for maiden two-year olds—The race was won by McMahon's Olligeur, with Oscar second and Irma third. Time, 1:04¾.

Fourth race, selling race, with allowances, one mile—Nettle won, with Maggie Mitchell second and Burton third. Time, 1:4½. Butler, rider of Roysterer, was suspended until Sept. 1 for cutting down Escoledo.

THE BEACON PARK EVENTS.

Sept. 1 for cutting down Escoledo.

THE BEACON PARK EVENTS.

BOSTON, July 29.—Beacon park closed the most successful trotting meeting in its history to-day. Third race, 2:23 class—Breeze Medium won the second, third and fourth heats and the race; best time, 2:25. Rex took the first per line, 2:27: Startetta the only other best time, 2:25. Rex took the first heaf in 2:27; Startetta, the only other starter, was distanced in the first heat. Second race, 2:29 class—St. Elmo won in straight heats; best time, 2:28; William 6 second, Richard Wilkes third.

THE GOODWOOD RACES.

LONDON, July 29.—The racing at Goodwood was continued to-day. The race for the Goodwood stakes was won by Mr. Somers' four-year-old bay colt Carleton, with Leopold de Rothschild's four-year-old bay colt Beaver second and E. Benson's four-year-old bay colt Steinhaus third. There were five start-ose Sig F. Johnston's colt Friars had a ers. Sir F. Johnston's colt Friars had a walk-over for the Molecomb stakes for two-year-olds.

WATKINS, N. Y., July 29.—A professional regatta has been arranged to take there have been 173 cases of yellow fever and forty-one deaths to date. Professional Regatta.

place in Seneca lake, August 24 and 25. Ten Eyck, Bubcar, Hamm and Courtney have already entered.

SOME GOOD SCORES Made at the Sweepstakes Shoot of the Calhoun Gun Club.

The first annual sweepstakes shoot of the Calhoun Gun club was held yesterday at the grounds at the Lake View, Lake Calhoun. There was a good attendance and the day was all that could have been desired. The club was only organized this summer, with N. P. Whiting as president; George Cook, vice president, and R. E. Boder, secretary and treasurer, and has a very large membership. The shoot yesterday was at blue rocks, eighteen yards rise, and the following sorge were made:

Morse 2 Sisson 9 First money was won by Blakie; second, divided by Forbes and Sisson; third, by Cutter, Pyle and Hadfield; fourth, by Skinner, Swanman and Bab-SECOND EVENT-SIX SINGLE AND TWO PAIRS

Ensign. 7 Bader. 7 Daltin. 9
First money, divided by Cutter, Blakie and Forbes; second, by Skinner and Dalton; third, won by Sisson; fourth, by Ensign.

Skinner 12 Forbes. 14 Dalton. 12
Sisson. 12 Lawrence. 8 Murphy. 10
Blakie. 14 Swanman. 6 Morse. 8
Baldwin. 8 Hadfield. 7 Pyle. 9
Babeove. 14 Cook. 11 Bader. 8
Cutler. 11 Shuler. 6 Ensign. 10
First money divided by Blakie. Bab.

Murphy . 10|Pyle. . 11|Gilman . 1
Skinner . 13|Cutler . 11|Hadfield . 9
Blakie . 11|Seymour . 5
Bader. . 9
Sisson . 18|Whitcomb. 7|Ensign . 11
Chantler . 10|Babcock . 7|Leonard . 8
Swanman . 8|Cook . 9|Krueger, H. 12
Forbes . . 12|Baldwin . . 7
Dalton . . 10|Lawrence . 6|
Wiest money won by Skinner; second. First money won by Skinner; second, Forbes; third, Cutler.

Forbes; third, Cutler.

FIFTH EVENT—10 SINGLES

Babcock SPyle SShepard Skinner Syswanman. 6 Chantler.

Harity Skinner Focok Skinner Focok Skinner Syswanman. 6 Chantler.

Harity Skinner Focok Skinner ...8 Krueger3 Ensign

First money divided by Skinner and Blakely; second by Sisson, and Bald-win; third by Forbes, Shuler and Whitcomb; fourth won by Lawrence. SIXTH EVENT-4 SINGLES AND 3 PAIRS. | SIXTH EVENT—4 SINGLES AND 3 PAIRS,
| Sisson 7 | Cutler 8 | Baldwin |
| Skinner 6 | Gilman 4 |
| Pyle |
Murphy 4	Forbes 8	Lawrence
Chantler 6	Ensign 7	Boder
Morse 4	Shaller 5	Hadfield
Krueger 4	Nygard 5	Swamman
Whittomb 6	Cook 6	Leonard
Mead 4	Shepherd 5	
Blakeley 8	Best 5	
First monor livited by Pleksloy C		

First money divided by Blakeley, Cut-ter and Forbes; second, Sisson, Ensign and Lawrence; third won by Chantler; fourth by Snuler.

First money won by Blakely; second divided by Sisson, Skinner and Forbes; third by Baldwin and Lawrence; fourth won by Cutter.

There were two prizes for the two best

general averages fine hunting shirts, donated by Whitney & Carlisle, was won by Blakely. The second, a fishing rod, donated by H. J. Pyle, was captured by Forbes.

To Be Presented to Sullivan on Aug. 8.

Special to the Globe.

NEW YORK, July 29.—All arrangements have been made for the presenttion of the championship belt to John L. Sullivan and the prospects are that the "champion of all champions" have a rousing reception on the night of Aug. 8. All the prominent pugilists in the country will take part in the proceedings, and Sullivan will spar four rounds with Joe Lannon. Yester-day prominent sporting men in the city received engrossed cards of invitation,

as follows: as follows:
The honor of your presence is respectfully asked for the ceremony of presenting the gold and diamond belt to the world's champion, John L. Sullivan, at the Boston theater, Monday evening, Aug. 8, 1887.
P. F. Sheedy.

The belt is all finished and is the most beautiful emblem of puglistic su-premacy ever made. It is of solid gold, inlaid with diamonds ranging in size from three karats to half a karat, and the front plate contains an enameled portrait of Sullivan, surenameled portrait of Sullivan, sur-rounded by diamonds. The belt is the gift of friends of the champion who contributed various sums to a pool of \$1,000, which is the value of the belt. Nat Goodwin and Harry G. Dixey, the come dians, gave \$250 each, and other well known sporting and theatrical friends of the "strong boy" gave large sums.

Wants to Make a Big Jump.

CHICAGO, July 29 .- A man named Ednundson called on Chief Ebersold and Collector Onahan this morning, asking for a permit for William Baldwin to for a permit for William Baldwin to jump from a balloon at the height of 5,000 feet at the West Side Driving park. Mr. Onahan told him that the city was not engaged in the business of licensing people to commit suicide, and he couldn't get any such permit. Baldwin, it is claimed, has made several similar jumps elsewhere. Dispatches from Quincy stated that on the 4th of July he jumped the 5,000 feet in the presence of umped the 5,000 feet in the presence of thousands and that the town went wild over him. Hundreds of young men were trying to emulate what they be-lieved to be a great deed. Baldwin has a parachute which breaks the fall. Chief Ebersold says even if they did not consider the danger to the man who consider the danger to the man who performed the feat, they would withhold the permission because he might alight on some one in the crowd below. A coterie of sporting men are trying to get the chief of police to give his consent, but they will probably fail. The only alternative then will be to go to Chelten-ham Beach or somewhere outside the

Mrs. Logan Recovering. CHICAGO, July 29 .- Mrs. John A. Logan is recovering from the effects of the injuries she received in the accident at Carbondale, and traveled to this city

in company with her son and his wife. No callers, however, have been received by Mrs. Logan, and she remains in her Yellow Ferer at Key West. Washington, July 29.—Sergeon General Hamilton has received a telegram from Past Assistant Surgeon Guiteras,

HE'S BEYOND THE BORDER.

General Belief That McGarigle Has Now Reached a Canadian Refuge in Safety.

Meanwhile One of His Boodler Pals at Chicago Pleads Guilty and Asks For Mercy.

A Pair of Sots Arrested For Starting a Fire Which Caused Serlous Loss of Life.

The Leavenworth Bank Swindle---An Indianian's Lecherous Record---General Criminal News.

Special to the Globe. CHICAGO, July 29 .- Dispatches from Toronto and other points in Canada are to the effect that William J. McGarigle, the fugive boodler, has reached Conadian waters on the schooner Edward Blake. having passed the Straits ot Mackinac without being intercepted by the Ameri-

can officials. McGarigle is expected to

arrive in Toronto shortly.

ABOUT DISCOURAGED CHICAGO; July 29.—This appears to be regarded as the critical day in the McGarigle matter. The lull that proceeds the thunderstorm has settled over the sheriff's office and Mooney & Boland's agency. The published dispatches stating that the Edward Blake had gone through the straits were patches stating that the Edward Blake had gone through the straits were later than any information the sheriff had. The last news he received was a telegram about 10 o'clock last night from Marshall Stuart, of St. Ignace, saying that he had been patrolling the waters until then, without having seen the Edward Blake, and wanting to know if he should keep it up. The sheriff and some of his deputies had a wild goose chase out towards the Northwest on a tip which does not the Northwest on a tip which does not seem to have amounted to much, al-though nothing could be learned about it by inquiry. The sheriff is beginning to look a little fagged out, but his blood is up and he says he will find out where the fugitive is or know the reason why.

Assistant States Attorney Jampolis was in to see him this morning for a minute, and the door was locked on them. If they had a clue they were they had a clue they were

AFRAID TO GIVE IT AWAY,
for both said their conversation was of
no consequence. "What is new in the
McGarigle case?" was asked of
Detective Lanerigan, of Boland's
agency. "That is easy to answer.
nothing. We are not apparently any
nearer the end than we were yesterday.
The whole thing turns on that ship, the The whole thing turns on that ship, the Edward Blake. If she's through the straits its a stern chase. It is not very far to Canadian waters then, and I am afraid it is good-bye, John. We'll have to wait till we get a telegram from there. I don't see how they came to miss such a vessel if they were attending to busi-

a vessel if they were attending to busi-

a vessel if they were attending to business at all."

"I wouldn't like to express any opinion on the subject of the dispatch saying that the Edward Blake had passed through the straits," said Sheriff Matson. "But I don't regard it in the same light that I would a proven verity. I don't see how she could have got past without being seen. When Marshal Stewart's telegram was received I replied, 'Use every precaution in watching.'" The boat has encountered strong head winds and could hardly have got there by 11 yesterday, but she must be near there now. I expect to get definite word before night. If she goes through unseen I am afraid we shan't see our man very soon again. Meantime we are chasing after the wild rumors that come in. I have to do that or else it will be have to do that or else it will be said, 'He don't want to catch him.' Yesterday I had to search some houses on a 'wild steer' I got. I don't want to say whose houses they were, for they are prominent people, and there is no ground to justify a belief that

they had anything to do with McGarigle's escape or concealment."

ANOTHER TIP. St. Ignace, Mich., July 29.-James ST. IGNACE, MICH., July 29.—James Connors, a lumberman, came in from his camp, about forty miles north, to-day and says a man arrived at one of his camps on Tuesday and wanted a job cooking or some light work. Compary was shown a photowork. Connors was shown a photo-graph of McGarigle and is certain that it is the picture of the man who came to his camp. The supposition is that the Blake anticipated being searched and put McGarigle ashore before reaching e straits. Mr. Connor is a man of in elligence and this clew will be fol-

lowed up. DONE BY DRUNKARDS.

People Cremated Owing to the Criminal Carelessness of Two

CHICAGO, July 29 .- At 2:40 this morn-

ing fire was discovered in the bakery of Chris Heffen, at 3165 Archer avenue. For a time nothing serious was thought of it. Shortly after 3 o'clock it was disof it. Shortly after 5 o clock it was this covered that a number of people living in the building were either dead or dying from the effects of smoke and flame. The firemen and policemen hurried into the building and soon began bearing out unconscious bodies, until eleven people had been removed. Then it was found that Maria Truga aged two years was had been removed. Then it was found that Maria Trugo, aged two years, was dead. The list of the injured is as follows: Nelson Trugo, Jr., aged twelve years; Della Trugo, aged nime years; Eliza Trugo, Joseph Trugo, aged ten years; Nelson Trugo, Adele Trugo, Mr. Bonner, Mrs. Bonner, Philip Bonner, aged seven years. Mrs. Trugoand Mrs. Bonner and three others will die. The fire started in Heffen's bake shop, and was caused by a pot of bolling lard being upset. Heffen and his family occupied the second story, but they all escaped in safety. in safety.

THE UNFORTUNATE TRUGO FAMILY resided on the floor above, in the rear, while the Bonners lived on the top floor. The four surviving Trugo children were badly suffocated. Their recovery is doubtful. A girl named Drew, aged eighteen, who boarded with the Trugo family was carried down. Drew, aged eighteen, who boarded with the Trugo family, was carried downstairs by the firemen. She is badly injured but will recover. A pot of grease boiling over on the stove was the cause of the fire. The story of the attempted rescue of Mrs. Trugo and her babe as described in later accounts, is one of peculiar horror and pathos. The police and firemen had rescued her husband and four eldest children, but she was in some manner readily ascribable to the confusion of the moment neglected. Left with her two-year-old baby, Mary, the poor woman resorted to the window. Left with her two-year-old baby, Mary, the poor woman resorted to the window. A fireman saw her, and plunging back through the smoke he returned to her chamber, all escape from the rear, with such a burden as a woman and a child was impossible. He thought of the bed cord and tearing it out bound the woman and her baby with it and pushed them through the window. He let out the rope until from the heat and smoke he was ready to fall to the floor, when he fastened the upper end to the bed-post and fled. Far from accomplishing his

rallant purpose he had but too surely compassed the destruction of those he sought to save. His rope was too short, and instead of dropping the woman and child to the ground or within reach of those below he had suspended them in front of a first floor window from which the fire noured as from a furnace door the fire poured as from a furnace door

NO. 211.

front of a first floor window from which the fire poured as from a furnace door. She swung there ten or twelve feet from the ground,
WRITHING, SHRIEKING, STRUGGLING as the fire swept off her garments, choked and actually broiled alive, the baby in her arms. By the most singular fatality the flames which were destroying her left the rope intact. It became a necessity, if not to save the woman, to at least remove the revolting sight. This duty was assumed by Capt. William H. Cowan, who might have ordered another man to the task, but who chose to chance the fate which he was told by the horrified spectators awaited his efforts. Setzing a ladder, he threw it up to the blazing window and, with an axe, mounted and stood on its blazing rungs. He deliberately entered the flames and as they encircled him from helmet to boots struck the rope. He could not see and struck with inaccurate aim. Once, twice, as the clothing fell from him he struck in vain. At the third stroke the blade struck the rope. Simultaneously the burning ladder broke and the three blazing human beings fell to the ground. The baby was already dead, the mother died a few hours later, and the captain lies in his home in what is thought to be his death agonies. Two bakers, Essen and Ansbtcher, who are believed to be responsible for the neglect which caused the fire, have been arrested. The police say the pair had become drowsy from drink and instead of watching the stove, fell into a stupor from which they only awakened when they and the tenants fell into a stupor from which they only awakened when they and the tenants above were at the mercy of the flames.

A SLICK SWINDLER. Developments Regarding the Wrecking of a Leavenworth

Bank. LEAVENWORTH, Kan., July 29.-The wrecking of the Citizens' Savings bank is still the topic of conversation. All night Wednesday a force of clerks were light Wednesday a force of clerks were kept busy overhauling the books, and last evening Vice President Mickle stated that the assets amounted to \$105,000, with \$87,000 liabilities. The assets include the property owned by the absconding President Clement, which is estimated at \$24,000. Mr. Mickle further stated that when the staylolders pay

sconding President Clement, which is estimated at \$24,000. Mr. Mickle further stated that when the stockholders pay the full amount of their stock subscribed, he believes that the depositors would be paid 160 cents on the dollar; "that is," continued the vice president, "if Clement has not compromised us in some way that we don't know of now." Clement's brother-in-law, Chinery, to whom the former conveyed his property, says that he does not believe that Clement took a dollar of the bank's money with him, as he borrowed \$100 of him the day before his departure, yet three days before he left he invested \$7,000 of the bank's money in a real estate speculation at Wyandotte, Kan. W, B. Slosson, one of the directors, stated that Clement's peculations commenced from the time the Metropolitan bank started, put it was carried on so successfully that the government bank examiner failed to discover it, and the institution's condition was reported as all right. He further claimed that the Metropolitan bank owes the Savings bank \$48,000, which is not included in the above assets. It leaked out to-day that the transfer of the Clement property to his brother-in-law was made July 2, and that one or more of the directors knew of it at the time, but said nothing until yesterday. The general impression is that the stockholders will make good every dollar, as the majority of them are abundantly able to do so.

The Rowan County War. LOAISVILLE, July 29.—There is much

apprehension of trouble in Rowan county at the coming term of circuit court. Adjt. Gen. Castlema Adjt. Roger Williams, who just returned from Rowan Castleman just returned from Rowan county, had a conference with Gov. Knatt to-day, and to-night it was decided to send day, and to-night it was decided to send two companies of state guards and a gatling gun to protect the court and uphold the law. Many people left Morehad to-night for fear of being netted in an expected attack by the Tallavi faction, which band is supposed to number about 100. The telegraph operator was shot and The telegraph operator was shot and has left, but a new man has taken his place. The town is guarded by forty

men. A Licentious Wretch.

DELPHIH, Ind., July 29.- A diary belonging to Amor Green, who recently abducted and murdered a girl named Lou Mabbett, has turned up at Young America. Cass county. It discloses the names of women and girls with whom he had been intimate. Previous to his flight, after the murder of Miss Mabbett, the had been known as a libertine, but the extent of his armours had not been suspected. The diary, which has just been found, contains a carefully kept record of his licentious conquests. It covers a period of fifteen years and shows according to his own computashows, according to his own computa-

accomplished the ruin of sixty-five girls and married women. In this time he has lived in several states.

The Preacher's Victim. St. Louis, July 29 .- The young woman, Mrs. Thomas Abbot, who was thought to have been poisoned by her husband, has been identified by John C. Coulter as Susan Beck, of Chesterton, and daughter of George O. Beck. A postmortem examination of the body is now being made. The physicians in charge state that they found a feetus of three months, and supposed evidences of an attempted abortion. Nothing has yet been learned of the whereabouts of Abbot West, who was clast seen with her, and who deserted his wife at Ches-

terton to elope with her.

His Accounts Short. Norristown, Pa., July 29.—It has been discovered that Calvin Rigg, a school tax collector for the borough of Conshohocken from 1882 to 1885 is short in his accounts for the years 1884 and 1885 to the amount of \$10,000. The auditing committee began an inspection of Rigg's accounts last Saturday, and Rigg was requested to be present, but he disappeared. From a pair of shoes found on the river bank suspicion points to suicide. He has four bondsmen.

Poisoned a Well.

READING, Pa., July 29 .- Amos G. Geigley and his seven children, residing at Terrehill, Lancaster county, were this morning taken suddenly ill, vomiting and showing other symptoms of poisoning. To-night all are said to be in a critical condition. It is thought that some malicious person threw poison into the well and the water will be analyzed.