TIME IT SHOULD STOP.

Another Awful Railroad "Accident" Added to the Long List.

It Occurred at Night in Indiana on the Chicago & Atlantic.

Between Twenty and Thirty Persons Supposed to Have Perished.

The Officials, as Usual, Trying to Suppress All the Important Facts.

Special to the Globe.

KOUTS, Ind., Oct. 11.—The Erie express, No. 12, pulled out of the Polk street depot on the Chicago & Atlantic road at 7:45 o'clock last evening. Conductor Parks was in charge and Engineer Connor and Fireman Willets were in the locomotive. The train was made up of two Pullman sleepers, a day coach, a fruit car and a baggage car. The night was dark and misty and the rails were slippery. The train had been out of Chicago but a few moments when Engineer Connor discovered that his engine had broken her eccentric strap. As this mishap is of frequent occurrence Connor continued on his trip by working one side of his locomotive. The mishap

LESSENED THE SPEED

of the train to such an extent that when it swept by Boone Grove, a dismal prairie station five miles west of this place, it was two hours late. While the crippled passenger train was running through this bleak strip of country, a heavy refrigerator train with tons of fresh meat packed in its long line of cars, was thundering along at a great rate of speed a few miles behind. John Dorsey was the engineer of the freight engine, and it is said had orders to look out for the passenger train. After passing Boone Grove Engineer Connor stopped his train at a water tank two and one-half miles west of this village, or midway between here and Boone Grove. As soon as he had leaped from his engine he threw up the distant semaphore lamp, nearly half a mile in his rear. This was to warn the freight that the express train had stopped for water. He had not been at the tank more than two minutes when he heard the freight thundering behind. The grade at this point is very steep, and with slippery rails a heavy train runs at a furious rate. It was too late to warn the train, which was speeding on a tremendous speed. Engineer Dorsey had failed to see the big red semaphore light, and his locomotive tore through the fog and mist until it crashed into the rear Pullman coach. Before the collision occurred Dorsey and his fireman saw the lamps burning on the doomed express train, but it was too late to avert the disaster. The two men leaped from the cab and then the crash came. The engine of the freight plunged so far into the rear Pullman that its upper works dropped off in the center of the coach. The concussion drove the heavy sleeper into the day coach, which was reduced to splinters. The platforms of every car were torn away and thus wrecked. The ends of each coach were broken like egg shells. The cars of the freight train were

HURLED IN EVERY DIRECTION.

The upper works of the engine were torn away, the tender thrown across the track, and, piled up for twenty rods about the prairie, were hundreds of pounds of meat. There were Baker improved heaters on the express train, but notwithstanding this supposed improvement over the deadly stove, the coals in the heater quickly set fire to the upholstery of the rear Pullman and in five minutes a flame which at first was scarcely larger than a ribbon spread into a brisk blaze and soon enveloped the shattered coaches and their screaming occupants. The light from the fire illuminated the sky for miles around and startled the farmers, who had not yet gone to bed. Through the rain and mud the rescuers came. Meantime the crews of both trains, who had escaped with but slight injuries, were hard at work, dragging the helpless passengers from their blazing prisons. Nearly all were found to have been hurled to the front end of the coaches, where they pinned and crushed by the heavy timbers and irons of the platforms. One man, the head of a Bohemian family, lay between the baggage car and the day coach. A brake rod had been driven through his neck, and thus impaled he perished while his family lay writhing in frightful agony besine him. The fire burned with the appalling rapidity of all railroad fires. Reinforced by the farmers and their sturdy boys the trainmen set about their work and with a will. There was water close at hand, and pailful after pailful was dashed into the crackling mass. The railroad officials claim there was but twenty passengers on the train, but the men who stood about declared that the

SCREAMS AND APPEALS

for aid came from double that number of human beings. The "Pullmans," although the first to receive the shock, did not leave the track, but burned where they stood. So far as known not a life was lost in these coaches. There were but few persons in the berths, and although all were hurled one upon the other, all escaped through the windows before the flames burst through the flooring. It was in the day coach that the slaughter occurred. This frail box was smashed to atoms. The sides and roof shot into the air and then came down upon the score or more of human beings who lay penned beneath the seats. There was a Bohemian family named Weller in this ill-fated coach. They were from Dundee, Ill., and all were en route for Hungary. The father, mother and two daughters sat vis-a-vis. Behind the parents were their two sons. When the heavy Pullmans drove the day coach against the baggage car the entire family were hurled over the seats and driven between the ends of the two cars. The flames move up from behind with fearful rapidity. The father and husband lay dead with an iron rod through his throat, but the rest of the unfortunate family were still alive when the trainmen sought to rescue them. Everything was done to drag the children from the pile, but without avail.

THE FIRE CREPT NEARER

and nearer until a cushion of a seat blazed up just above the woman's head. The poor creature tried to speak but no intelligible sound escaped her lips. Then she attempted to pass one of her girls, a wee mite of a thing, whose white apron was stained with blood, to the rescuers who were crowded about the terrible scene. When the woman saw that death was inevitable, she closed her eyes as if in prayer, and wrapping her only free arm around the waist of the children lying nearest her awaited the coming of the flames. From this unfortunate family but one member escaped alive. He was one of the sons, Herman by name, a bright lad of fourteen, who managed to break out of the furnace just as his parents perished. The boy now lies at a hotel in this city. He is crushed about the head, and it is thought he cannot live till morning. A middle-aged Irish lady who was in the day coach was caught under a stove and thus imprisoned. She was burned to death before the spectators. Dr. William Perry, of North Judson, his wife and a little daughter were all asleep when the crash came. The concussion hurled them over the seats and piled them with the other unfortunates in the front end of the car. Mr. Perry made a terrible struggle for life. He succeeded in getting half his body through one of the windows but the timbers of the roof which had fallen down held his legs in a vice-like grip. Below the doomed man lay his wife and child. They had hoped that the husband and father who had worked his way so near to freedom would come to rescue them. When they realized that

THEIR DOOM

was irrevocably sealed they screamed frantically and drove the father wild with their piteous screams. Another effort was made to drag the doctor from the window, but a wave of flames drove the rescuers back on the prairie where they watched the gray head drop upon the window sill and finally disappear from view. When the flames had spent their fury 100 men and boys invaded the wreck and began to search for the bodies. But one dead body remained untouched by fire. This was the body of a man supposed by the railroad officials to have been a tramp who was stealing a ride on the freight train. His head and breast were crushed to a pulp. In the ruins of the day coach the blackened and dismembered bodies of nine persons were found. The sickening pile of ashes and flesh lay near the front end, although fingers and even thigh bones were picked up near the center of the coach. This leads many to believe that at least fifteen and perhaps twenty persons lost their lives. As fast as bodies were discovered they were borne to the prairie, where, in the glare of immense brush fires, they were piled upon the yellow grass and autumnal leaves. The wounded, who numbered seventeen, were taken to the village hotel. Without a single exception all were injured about the head. Before it was yet daylight, men with teams

PICKED UP THE BODIES,

and placing them in rough pine boxes, bore them to the village, where they were placed in a baggage car pending the coroner's inquest. The hatful of bones, all that remained of the Perry family, was removed to North Judson this morning. So far as can be learned the following persons lost their lives:

Dr. Edward Perry, of North Judson, auditor of Stark county.
Mrs. Dr. Edward Perry.
Ada Grace Perry.
Charles Miller, of Dundee, Ill.
Lena Miller.
Wilhelmine Miller.
Fred Miller.
Minnie Miller.
An unknown Irish lady burned beyond recognition and an unknown man of large build and clean shaven.

The fatally injured are: Homer Miller, of Dundee, and an unknown man who has left for his home. The rest of the wounded left Kouts early this morning, and their names cannot be learned. The coroner is still holding his inquest, and will not arrive at a verdict before to-morrow afternoon.

KEEPING IT DARK.

KOUTS, Ind., Oct. 11, 11 p. m.—All efforts to obtain information from Huntington as to the names of the killed and wounded have up to this hour been unavailing. The Chicago & Atlantic railway officials, who went there with the coroner, seem to have complete possession of all sources of information on this point and they refuse positively to make public the names of the victims of the disaster. The killed and wounded were taken from the scene of the wreck to Huntington early this afternoon, accompanied by the coroner.

FURTHER DETAILS.

Probably Thirty People Lost Their Lives in the Wreck.

KOUTS, Ind., Oct. 11.—The worst horrors of Chatsworth were duplicated here to-day. A dozen blood-stained, smoke-begrimed, injured victims of railroad carelessness, or blundering, were brought into the village's little station house early this morning, and this afternoon nine charred corpses, victims of the same blundering or carelessness, were laid upon the station platform, while three miles west, down the track of the Chicago & Atlantic railway, near a lonely old water tank, piles of fearfully tangled debris marked the spot where a collision, seldom equaled for terrible results, had occurred. According to the best estimate obtainable—for only an estimate was possible—fully thirty human lives had been sacrificed outright and half that number of per sons had suffered injuries more or less serious. The east bound express that left Chicago last night had, without a moment's warning, during a temporary wait, been smashed into behind by a heavily loaded fast freight, plunging madly forward in the darkness, in hurrying dressed meat to the markets of the seaboard. Some part of the machinery of the passenger engine had been thrown out of order during the run from Chicago. A trifling stop at the water tank would make it all right, it was thought, and the stop was accordingly made. Suddenly, out of the darkness behind came the flash of a headlight, the rush and rattle of many wheels and then a mghty crash. Just as at Chatsworth, the sleeping coach now got in its deadly work. The massive framework of the sleeper was transformad into a huge catapult, pushed mercilessly forward by the freight. It crushed into the cars forward, smashing their comparatively light timbers and making the work of destruction complete. The wreck quickly took fire and the sight of the shrieking victims and dancing flames was one never to be forgotten. This morning, at the little hotel at Kouts, the engineer of the passenger train told the following story of

THE TERRIBLE DISASTER:

We passed No. 49 at Boone Grove on time and started toward Kouts. No. 49 pulled out of the station in less than two minutes behind us, when they should have waited much longer. When we were well away from the town we could see her lights but a little way behind. We were not running very fast because the engine was "on one side." We had broken an eccentric strap and were running but one pair of wheels, having been forced to disconnect the other pair of wheels, which were running loose. Of course the accident held our speed down a little, but we had no idea that the engineer of No. 49 would have any difficulty in keeping off from our heels. The last time I looked behind there was ample room between us. We stopped at the Boone Grove water tank and were there almost a minute before they struck us.

William Gaghyau, the conductor of the Chicago, St. Louis & Pittsburg construction train now working between Kouts and Hebron, a small station ten miles west of Kouts, saw something of the results of the accident. His construction train runs into Kouts every evening with its load of tired workmen and the conductor sleeps in one of the little hotels of which the town boasts. He was wakened at 4 o'clock this morning to take out a Wabash train that had been delayed by the wreck. Upon going down stairs in the hotel he found all confusion. In the little parlor a boy some fifteen years of age was stretched upon the floor literally mangled and torn to pieces, with just enough life left in his body to speak in faint whispers to those who asked him about the accident. In the room off the parlor another boy was lying with serious bruises about the head. In one of the upper rooms he learned that the engineer of the wrecked meat train was lying almost at the point of death. So hideous were these sights and so piteous were the cries of anguish which were to be heard on all sides that the sturdy conductor could eat nothing and huryied to his duties, glad to escape such a scene. In the little sitting-room of the cottage which serves as a hotel in this town, two of the wounded survivors of the accident still remained late this afternoon. Herman Miller, a Bohemian boy on his way from Dundee, Ill., to the old country, was stretched out on the lounge in the low, dark room. His head is fearfully battered and his right leg fractured. The other wounded man is Joseph McCove, a bartender of Boston, who, had he not been a passenger on the fated train, would have been welcomed in Chicago by relatives whom he has not seen for years.

HIS INJURIES

are for the most part internal, and are not so severe but that his recovery is possible. He was able to tell of the awful occurrence as follows:

I was in the passenger coach which was next to the last car in the train. Just before midnight I went into the smoker, which was just ahead of our car and chatted for an hour and came back to the coach with a young man who sat down near me. That is the last I've seen or expect to see of the poor fellow. Just as I had stretched myself out to go to sleep, and almost before I closed my eyes, there was an awful crash which, God help me, I never want to hear again, I could feel myself thrown violently toward the top of the car, and then I became insensible. On the way up I realized that all was confusion in the car; that canes, valises, rods of iron and lamps were in the air about me. I must have regained my consciousness in a very short time, for when I awoke all was darkness in the car, and horrible shrieks and piercing wails of agony almost deafened my ears. In the end of the car furthrest from me the stove was overturned and the flames were just starting to spread with magic rapidity. There was some sort of a new gas lamp in the car with a reservoir reaching from one to the other. The flames leaped up the sides, and in less time than I can tell it, the gas was burning the whole length of the coach over our heads. I was wedged in between two seats where I couldn't move a limb of my body, and there watched the fire slowly creep upon me. It was a terrible sight. In the end of the coach near the fire I could see a lady caught between the seats as I was. The fire slowly crept across the car; she was soon enveloped in flames, her dress caught fire and then in agony she burned before my eyes. Just across from my seat I noticed, soon before the accident, a father, his wife and daughter. I saw them also crushed together and burned. Just as the flames were blazing but a foot or two away from me a man pulled me into the aisle and said: "Come to the window." He must have mistaken me for some one else, for the moment he looked closely at my face he dropped me and hurried through the window with an exclamation of evident disappointment. I then painfully crawled after him in safety.

This afternoon when the reporters, who had been long delayed in reaching Kouts owing to the secretiveness of the railroad officials, began at last to arrive, there was little in the aspect of the village to indicate the calamity that had so recently taken place. All the dead bodies had been

CAREFULLY REMOVED FROM SIGHT,

only two of the wounded were still in the village, and the local employes of the road were deaf and dumb to all seekers after information. The coroner had to go to Huntington, over fifty miles distant, to obtain the statements of witnesses, and the villages seemed wholly at sea regarding the extent of the disaster. About the only person willing to tell the details of the horror was Dr. C. W. McKee. The doctor is a prosperous-looking, intelligent man of thirty-seven, who promptly responded in the dead of night to a call that he take a hand car to go to the scene of the wreck, three miles from his residence. Dr. McKee rendered noble service. He had scant time to give his experience in detail, but stated that to the best of his knowledge it would not be overstating the facts to say that the collision had cost the lives of fully thirty people. It was shortly after 1 o'clock this morning when he reached the wreck, and he immediately began to give his services to the wounded. Those who were badly hurt when the crash came, he says, must have had little chance for their lives, so quickly had the cars taken fire, and so thorough was the work of the flames. As an illustration of the destruction and the difficulty of arriving at a correct idea of its magnitude, the doctor said that not a soul would have been made aware of the all but total wiping out of the Miller family of six, had not their boy been saved. Dr. McKee stated that only nine bodies had been recovered and they were so badly charred as to be almost beyond recognition. The most left of scarcely any of them being a blackened trunk, and in some cases little beyond a few handfuls of ashes. The nine were as follows:

The Miller familly of Dundee—father, mother, two brothers and a girl. Their fourteen-year-old boy, Herman, will probably die.
Dr. Perry, of North Judson, Ind., Dr. Perry's wife and Dr. Perry's daughter, aged eleven.

SUPERINTENDENT PARSONS,

of the Chicago & Atlantic, was seen late this afternoon, gloomily pacing the station platform. He was extremely taciturn, and was very sure that no more bodies could be, by any possibility, under the wreck. Only nine persons had been killed, he declared, and not more than eleven or twelve hurt, none of the latter seriously. He admitted that no flagman had been sent back from the passenger train when a stop was made Mr. Parsons said that the trainmen depended upon a semaphore light, fully 2,000 feet in the rear of where the stop was made. The conductor of the train had pulled the cord for this light when he stepped from his train. This would throw the glare of a red danger signal on the track. The night, however, was foggy and the engineer of the fast freight must have failed to see the signal. Supt. Parsons thought the accident would have been a very ordinary one had not the stove in the sleeper upset. That caused the destruction of the sleeper, two coaches and the baggage car, and in the main was doubtless the cause of the loss of life. Coroner Leatherman, Mr. Parsons said, reached the scene from Valparaiso about 11:30 a. m., and after viewing the debris and making some inquiries, had found it necessary to go to Huntington in search of witnesses. The wounded, Mr. Parsons explained, had been taken there as early as possible, and the passengers who were unhurt to the number of twenty-five had been forwarded to their destination without delay.

A Hotel Burned.

PHILADELPHIA, Oct. 11.—The Bryn Mawr hotel, situated at Bryn Mawr, a station on the Pennsylvania railroad, about twelve miles from this place, was destroyed by fire this morning. The guests were all able to get out of the building in safety. Their baggage was also saved. It was owned and operated by the Keystone Hotel company, a corporation run in the interest of and controlled by the Pennsylvania railroad.

ACCIDENT OR INTENTION?

The Cathedral of Cologne Built by "Sevens."

Either intentionally or by accident the mystic number seven plays a great part in the Cologne cathedral. The number appears to have been taken as the groudwork of all arrangements in which nnmerical quantity comes into question. Thus there are seven niches for the reception of statues at all the chief doors and at the side entrances. The height of the vestibule is seven times eight feet; seven pediments for figures stand in the same; seven chapels surround the choir, the width of which, like that of the inner area of the church, is 7 times 23 feet, while the height of the choir is 7 23 feet, the height of the aisles is 7 times 10 feet, and twice 7 pillars adorn the choir. In the aisles are 7 times 8 pillars, and 4 times 7 shafts rise along the walls. The western portal is 7 times 33 feet wide, the length of the vast building is 8 times 76 feet, and the height to the summit to the principal towers was also fixed at 7 times 76 feet. The three transverse aisles are 7 times 15 feet wide. Not only does the number 7 enter so largely into the general architectural arrangements, but also into the smallest details as parts of the decorative work.

The Toad and Its Prey.

The accuracy of aim in the young toad is similar to the accuracy with which the young quail or chicken picks up a grain, says a writer in Nature. A young chicken, having only its head out of the shell, picked up a fly that lighted near it. And said Mr. Cathrop, when you consider the nice co-operation of nervous and muscular movements necessary to this feat, you will perceive that the chicken must have been practicing fly catching in the person of its ancestry for thousands or millions of years. But I once had curious proof that the toad is capable of improvement by practice.

Under a beehive I observe for several successive summers a toad watching for overloaded bees who failed to reach the threshold of the hive. No sooner did they fall on the ground than he snapped them up. But one day I saw he had lost, by some accident, his right eye, and when he struck at a bee he lost his aim, and picked up dirt from one side of the bee. He wiped his mouth with his fore paw and tried again and again. The bee generally managed to climb to the top of some little prominence on the ground, and fly away before the toad succeeded. The poor fellow was half starved and grew thin; but I observed before the summer was ended he had learned to aim as correctly with one eye as he used to with two, and had again recovered his plumpness.

SPARKS IS RED HOT.

The Land Commissioner Raises a Direct Issue With Lamar,

And Intimates That Either He or the Secretary Must Get Out.

The Sioux City Corn Palace Visited by Chauncey Depew and Vanderbilt.

Handsome Elk's Trial---An Interstate Case---Northwestern Notes.

Special to the Globe.

WASHINGTON, Oct. 11.—If President Cleveland were here to-day Commissioner Sparks would resign, or else Secretary Lamar would revoke his recent decision in the matter of the St. Paul, Minneapolis & Omaha indemnity lands. I had a conversation this afternoon with Mr. Sparks, and, although his entire remarks were not for publication, he permits me to express my own opinion of his feelings upon the subject. He said that the decision of Secretary Lamar upon the case in question has chagrined and embarassed him more than all that has hitherto occurred during his administration of the land department. He showed me the laws and precedents which seem to make his position impregnable, and yet Mr. Lamar has set him aside and given nearly 3,000,000 acres of public lands to a corporate monopoly. From the showing of Commissioner Sparks it appears that

JUDGE DAVID DAVIS

in the supreme court decided in the case of the Leavenworth, Lawrence & Galveston railroad that they were not entitled to indemnity for lands and military reservations. Attorney General Devens, in the case of the Western railroad of Minnesota, now known as the St. Paul & Northern Pacific railroad, which is operated by the Northern Pacific, gave an opinion in which the decision of Judge Davis was quoted and referred to as good law, settling the question. Secretary Schurz acted thereupon and adopted the opinion of Devens. Commissioner Sparks referring to these grounds for his position said: "In spite of all this, the secretary has given to the Chicago, St. Paul, Minneapolis & Omaha railroad nearly 3,000,000 acres of public lands which are in reservations, swamp lands and also part of a lake which never had any land on its surface to be given. The indemnity which the road is allowed is given by the secretary upon the ground that, in the case of Barney vs. the Winona & St. Peter railroad, the supreme court stated that the decision of Judge Davis had never been rendered as a decision of the court; that the mere statement gave no grounds for the opening of this great amount of fraud, and the secretary has been misled into making an erroneous decision. Speaking of the matter more fully, Commissioner Sparks said a few things concerning the evictions of settlers in Iowa, referring to the fact that he (Sparks) had decieed against that corporation because their lands had

NEVER BEEN EARNED

and had been reversed by Lamar. He said that as soon as Lamar gave the railroad a right to the land in question, the corporation gave its right to a foreign syndicate, and these evictions follow naturally. I cannot too strongly emphasize the fact that Commissioner Sparks is intensely interested in the present status of affairs. There is certainly impatience, if not bitterness, in the feeling towards the secretary. He mentions the fact that the corporations had counsel urging their claims and misleading Lamar, while the United States had no attorney to plead for the rights of the government. He believes that he ought to have been consulted before the decision was rendered. A law clerk in the land office says that the opinion which Lamar has promulgated was prepared by a clerk named Brent, and that Lamar did not give the matter as much personal attention as he should have done. After leaving the commissioner I conversed with several of his ablest assistants, and they were unanimous of the opinion that Larmar is wrong and has been misled into favoring a corporation unnecessarily and against all law and precedent. Mr. Sparks says that this case is of vastly more importance than the Guilford Miller case, and that he is more annoyed by it. It necessitates the rewriting of his entire annual report, which is already in print. The entire land office is agog over this matter, but they are saying little. Sparks is thoroughly angry.

THE CORN PALACE.

Distinguished Visitors Welcomed, and More to Come.

Special to the Globe.

SIOUX CITY, Oct. 11.—A party consisting of Cornelius Vanderbilt, Chauncey M. Depew, M. Hugwitt, Albert Keep and other noted railroad men arrived from St. Paul early this morning and were driven about the city. At the corn palace Depew was called on for a speech and responded in a ten minutes' talk in which he said:

We are not on a political errand but merely a party of railroad men traveling for the purpose of becoming better acquainted with the regions through which our lines run. We have no library in our car from which to draw inspiration for remarks at the towns we visit and are puzzled to know how the president can make a speech to-morrow as there is nothing in the cyclopedias about corn palaces. But we are wonderfully pleased with what we have seen and from the evidences here about us of possibilities of Sioux City and the surrounding country must say that Chicago must look well to her laurels.

Then followed more remarke about the boundless possibilities of the Northwest, and the party left highly pleased with what they saw, and the corn palace in particular. Sioux City is the first town to break the record since President Cleveland left Washington, and to visit the corn palace a stop of twenty minutes has been arranged. The train will arrive at 6 o'clock to-morrow morning and will stay long enough to allow the presidential party to be driven through the city and view the beauties of the corn palace. It has taken hard work to get the party to stop here, and an enthusiastic reception will be given.

A Serious Difficulty.

Special to the Globe.

FERGUS FALLS, Minn., Oct. 11.—When Receiver L. L. Hune, of the land office, presented a draft at the First National bank to-day Deputy Sheriff Lewis Hanson stepped up and laid hands on the money, showing a writ of attachment in favor of A. L. Cole. Aune protested that the money did not belong to him, and that it was government money. Mr. Aune at once secured the services of Attorney Rawson, and it is understood Hanson will be arrested. Register Cowing said that he was making out the reports to forward to Washington, and that Mr. Aune went to get the money to send. Now that the money is attached the reports cannot be sent in, and he will notify them that the receiver had been robbed. The penalty for interferring with public business is ten years in the penitentiary. The case promises to be complicated.

Handsome Elk's Case.

Special to the Globe.

CHAMBERLAIN, Dak., Oct. 11.—The case of Handsome Elk was called this morning, and several hours were occupied by the attorneys in organizing and arguing the question of jurisdiction. J. M. Long, the attorney for the defense, made an argument against the jurisdiction of the court, while John A. Strauble spoke in favor of the court's jurisdiction. If Judge Tripp holds that he has jurisdiction the case will be proceeded with immediately; if not, the prisoner will be discharged. It has been thought all along that Mr. Long would raise the question of the right to try the case in this court, and no one was surprised when he submitted his propositions this morning.

An Interstate Case.

Special to the Globe.

FARGO, Dak., Oct. 11.—The examination of Superintendent Graham, of the Northern Pacific, charged with violation of sections 3 and 10 of the interstate commerce law, which prohibit undue discrimination, was called this afternoon before United States Commissioner McConnell, Col. Greene appearing for the United States and Col. Ball for the defendant. The charge grows out of an alleged refusal of Superintendent Graham to furnish cars to W. J. Hawk, at Buffalo, for the shipment of wheat on the 26th of September last. A. J. McCabe was the first witness called. He testified in substance that he was train dispatcher at Jamestown, and that orders had been issued to local agents to decline to furnish cars to private shippers at stations where there are elevators or public warehouses. Before this witness had concluded the defense waived further examination and gave bail of $1,000, and a number of witnesses were held on joint recognizance. It is said that Mr. Hawk will also bring suit for damages.

Land Decisions.

Special to the Globe.

WASHINGTON, Oct. 11.—Acting Secretary Muldrow has made the following decisions: In the case of Wilcox vs. Grantserry, a timber-culture contest over the entry of a quarter section at the Bismarck land office, the decision of Sparks is affirmed, giving the land to Wilcox. In the case of Kuhrt vs. Caldwell, involving a homestead contest to a quarter section in the Mitchell land office, he affirmed Spark's decision, giving the land to Kuhrt. A hearing is ordered in the Devil's Lake land office in the case of James A. Prengle's pre-emption cash entry, giving the entryman an opportunity to reply to the allegations of Special Agent Rowe. In the case of Alfred Sherlock, whose final proof of pre-emption of a quarter section in the Fargo district was rejected, it was ordered that the entryman shall be permitted to present new proof on showing compliance with the law up to the time when the final certificate was issued. The secretary says:

The difficulty in the majority of these cases lies in the fact that the local officers failed to do their duty when they accepted final proofs. The entrymen naturally would not be expected to know the law better than the local officers, whose business it was to be well informed in the law under which they acted and to enforce its requirements.

The Twin City Postoffices.

Special to the Globe.

WASHINGTON, Oct. 11.—The third assistant postmaster general has issued a statement showing the gross receipts for thirty of the largest presidential postoffices for the quarter ended Sept. 30, 1887, as compared with the receipts for the corresponding quarter in 1886. Gen. Harris said this afternoon: "When it is considered that the last quarter is the dullest in the entire year the showing made is very gratifying indeed." The showing for Milwaukee is for the present year $69,431.43, as against $64,-833.98 for last year, this being an increase of $4,597.45; St. Paul, present year, $64,508.81, as compared with $54,968.36 last year—an increase the present year of $9,540.45; Minneapolis, present year, $65,954.66, as compared with $58,507.50 last year—an increase of $7,448.16. Thus it appears that St. Paul shows up as doing a business with an increase of 17.3 per cent. over the same period last year. Minneapolis has an increase of 12.7 per cent., and Milwaukee an increase of 7 per cent., the trains being far ahead.

Norwegian Lutherans.

Special to the Globe.

WILLMAR, Minn., Oct. 11.—The general conference of Norwegian Lutherans opened its forenoon session to-day with religious exercises, conducted by Rev. S. Reque, of Spring Grove, Minn. At the meeting of lay delegates K. Lokensgord and Ole Aslaken introduced a resolution providing for establishing a union teachers' seminary. In the list of members Prof. Schmidt was numbered among the Lutherans outside of church organizations, his home church at Northfield having severed its connection with the Norwegian Synod. At the afternoon session the following resolution was adopted:

This general conference declares that after the discussion which has been carried on concerning the basis of justification in the atonement of Christ it finds itself inclined to believe that between the church organizations represented here there is no difference concerning this which is large enough to hinder church union.

Adopted unanimously; seven not voting.

A Handsome Present.

Special to the Globe.

RED WING, Oct. 11.—Mrs. President Cleveland was presented with a handsome vase by the employes of the Red Wing Stoneware company, as the train passed this city yesterday afternoon. It was modeled of the common clay used here in the manufacture of stoneware and enclosed in a neat and costly case covered with rich gold silk plush and lined with plush and the richest blue silk with silver mountings and inscribed: "To Mrs. President Cleveland, with the compliments of the employes of the Red Wing Stoneware Works, Red Wing, Minn." It was the handsomest piece of work ever turned out here and can hardly be duplicated anywhere else in the United States.

Mississippi Valley G. A. R.

Special to the Globe.

RED WING, Oct. 11.—The first annual Mississippi Valley G. A. R. reunion opens at the West End driving park tomorrow and from present indications the attendance will be large. To-morrow will be devoted mostly to the reception of visitors and their entertainment. A free army dinner will be served on the grounds. In the evening a camp fire will be held at floral hall on the grounds. Department Commander L. L. Wheelock, of Owatonna, and Congressman John L. McDonald, of Shakopee, will be present and deliver short addresses.

Found Not Guilty.

Special to the Globe.

HASTINGS, Oct. 11.—Charles Kane was tried before Justice O'Brien and a jury to-day, upon a change of venue from Justice Hayes' court, the charge being a violation of the game law, and was found not guilty. The other case against him, for making way with nets in possession of Constable McDonald, was postponed until the 18th inst. at 2 p. m.

The Fargo Presbytery.

FARGO, Dak., Oct. 11.—The Fargo presbytery convened in this city tonight, composed of about forty members representing some twenty churches. Rev. N. W. Cary, the retiring moderator, delivered the opening sermon, and a moderator and clerk were elected. The session will close tomorrow night with a local option meeting. Only routine business is likely to be transacted.

A Sad Affair.

BLUNT, Dak., Oct. 11.—William McCuen's house in Sully county was burned yesterday evening. Two children, aged respectively four months and three years were consumed. The family is destitute. The origin of the fire is unknown.

Pensions Granted.

WASHINGTON, Oct. 11.—The following Minnesotians were granted pensions to-day: Clementena, widow of George H. Cole, Mankato. Original, Binney Lamson, Beardsley. Increase, John Dugan, Mianeapolis.

The Oneida Indians.

WASHINGTON, Oct. 11.—A delegation of the Oneida Indian tribe, of Wisconsin, had an interview with Secretary Lamar to-day in regard to taking the lands in severalty. They also presented certain matters affecting the interests of the tribe, among which was a request for an appropriation of $500,000 to set them up in farming. The secretary promised to give the matter his consideration. The Oneidas are far advanced toward civilization, speak English and dress like white men.

Postal Changes.

WASHINGTON, Oct. 11.—Richard Morton was to-day appointed postmaster at Lamberton, Redwood county. The postoffices at Boulder, Lawrence county, and St. Angsar, Brown county, Dak., were discontinued.

Where is Mr. Taylor?

Special to the Globe.

MASON CITY, Io., Oct. 11.—Numerous creditors and his wife are so anxiously awaiting the appearance of John S. Taylor, the well known herder, that they employed the services of the police to ascertain his whereabouts but without avail. Wednesday last, with a team of ponies and a lumber wagon accompanied by his son, he suddenly disappeared for parts unknown and has not since been heard from. His wife is here. All his property has been attached.

Minnesota Patents.

WASHINGTON, D. C., Oct. 11.—The following Minnesotians were granted patents to-day: Albert A. Wankey, Faribault, artificial limb; Wilhelm Sennenberg, Winona, breech-loading firearm; Alex Miles, Duluth, elevator; Ralph Bronson, St. Paul, horse collar.

G. A. R. Reunion.

Special to the Globe.

BLACK RIVER FALLS, Wis., Oct. 11.—The reunion and camp fire of the G. A. R. posts in this section of the state commenced here to-day. The business houses of the city are beautifully decorated with flags. The attendance promises to be large and enthusiastic. Gov. Rusk and other distinguished ex-soldiers are expected to be present.

Strangled Himself.

Special to the Globe.

CHASKA, Oct. 11.—A Polander by the name of Zambina, who was serving a term of two weeks in the county jail for wife beating, hung himself to a cell door Saturday evening or Sunday morning. The sheriff found him dead.

Stock Fair.

Special to the Globe.

JORDAN, Oct. 11.—At a mass meeting of the business men, held at the city hall last evening, it was decided to hold a monthly stock fair in the village on the last Friday of every month, commencing October 28. Over $100 was raised to pay premiums for farmers bringing in stock, and pay expenses of buyers who come to the fair.

Catholic Church Dedicated.

Special to the Globe.

JORDAN, Oct. 11.—The new brick Catholic church at St. Benedict, two and one-half miles south of here, was dedicated Sunday. The cornet band of this village and some 500 citizens were present, besides citizens of the surrounding country and the villages of New Prague and Belle Plaine. A grand dinner was given, and a fair was held in the afternoon at which some $500 was netted.

Matrimonial.

Special to the Globe.

JORDAN, Oct. 11.—Miss Mollie Kane and C. A. Osgood, employes of the GLOBE, St. Paul, were married at St. John's Catholic church this morning at 9 o'clock. Rev. P. Benigmis officiated. The couple and a few invited friends partook of dinner at the Madden residence. They will make their home in St. Paul.

Miss Gertrude Berner and John Dietz were married at the same time and place.

Rice County Fair.

Special to the Globe.

FARIBAULT, Oct. 11.—The Rice County Agricultural society will hold its annual fair on the grounds of the Faribault Driving Park association Thursday and Friday, Oct. 13 and 14.

The Whites Must Go.

Special to the Globe.

PIPESTONE, Minn., Oct. 11.—A company of ten United States soldiers in command of Capt. Bean and Lieut. Blow, of Fort Randall, Dak., came in this afternoon for the purpose of removing the white settlers who have squatted on the Indian reservation, a mile north of this city. Judge Kerney, the Indian agent, of Yankton, also accompanies the men. They have all the necessary camp equippage, and will pitch their tents on the reservation.

A Little Snow.

Special to the Globe.

WINONA, Oct. 11.—There was a slight flurry of snow here about noon to-day.

A GIANT AMONG SNAKES.

Finding a Reptile That May Once Have Been in the Circus Business.

When the oil fever struck the town of Otto, in Cattaraugus county, there was a plat of several hundred acres far up a ravine which was practically unexplored. It was swampy and overgrown with briers and underbrush. The oil scouts located a well in these wilds, and an enterprising Yankee followed with a hotel, around which he kept a number of swine. A few days ago he missed a pig and a day or two later two sheep mysteriously disappeared. The day following Landlord Sprague heard his dog making a fuss, and going to the door saw a huge black snake, which, he says, was twenty feet long, and nearly as large around as a stovepipe, creeping through the grass in the direction of the surrounding underbrush.

He gave chase with two of the men, who were drilling at the well near by, but the reptile got under cover and could not be found. Since that time the snake has been seen by several persons. The snake is described as jet black, with a head small in proportion to its body. Old inhabitants remember that over twenty years ago a snake escaped from John Robinson's circus while showing at Randolph, and that it was never recaptured. The theory is that this huge reptile got into the swamp and worked its way back through the morass a distance of twenty miles, where it has dwelt in the seclusion offered by the plat in the town of Otto. Searching parties are looking for the snake, and if captured alive it will be placed in the Zoological Grounds at Long Point, on Chatauqua Lake.

An Indian Wake.

At midnight we were present at a kind of "wake" over the daughter of an Indian chief who had suddenly died and was to be cremated the following day, says an Alaska letter. Clad in high top boots, each person carrying a lantern, we traveled over a pathless bit of country some distance back from the shore, through a muddy, slimy soil. Some time before we reached the spot the groans and shrieks of the mourners could be heard. Arriving at the chief's hut, our guide first crawls in, crouching low, and disappears. Soon emerging, he leads us in single file through the opening, only two feet high. A weird sight presents itself. In the center is a fire of loose logs and brush; the smoke, after filling the hut as well as the lungs of the occupants, passes out through a hole in the roof. Seated around the fire on the ground are the wives and relatives of the chief. At the further end, on a kind of bed, lie the remains of the chief's pretty daughter, a girl of eighteen. Her black hair lay loosely over the pillow. A tiny red handkrchief encircled her pretty throat; a deer skin was laid over her body, and over it her exquisitely molded arms were gracefully crossed; at the head and foot of the body a pine knot was burning, sending flashes of light over the scene. The chief stood at her head. A huge fellow, with a hard, villainous countenance, embraced us warmly, much to our discomfort. After this ceremony we all squatted about the fire, enlarging the circle of mourners, and fell in with the chorus as best we could.

GOOD-BY TO ST. PAUL.

Continued From First Page.

Cleveland was radiant in smiles when she stepped upon the platform beside her husband. The presidential party was accompanied to Minneapolis by Gov. McGill, ex-Senator and Mrs. McMillan, Mrs. Senator Sabin, Mrs. W. R. Merriam, Miss Ada Murphy, W. B. Dean, L. K. Stone, P. H. Kelly, D. H. Moon, Col. A. F. Rockwell and Thomas Cochran, Jr.

Supt. Brunson, of the union depot, stood at the train steps, and at exactly 12:30 he waved the signal to the

ENGINEER TO START.

Mr. Kelly stepped out upon the platform and proposed "Three cheers for President Cleveland and his estimable wife." The cheers were louder and longer than ever before. President Cleveland stepped out of the door and bowed repeatedly, and Mrs. Cleveland stood in the doorway smiling and bowing. That was the last the crowd saw. The train had begun to move, first slowly and then more swiftly, and in an instant shot around the curve and was lost to sight.

SOMEBODY BLUNDERED.

By a Misunderstanding Some Lost Mayor Smith's Hospitality.

By an awkward misapprehension on the part of somebody, a few of the distinguished citizens who occupied carriages in the morning drive, with Dr. Bryant and Judge Bissell, of the presidential party, did not join in the lunch which was spread at Mayor Smith's residence. Those who were thus unintentionally left out were the occupants of the fourth, fifth and sixth carriages. Mayor Smith had issued personal and cordial invitations to every one of the party to accept of his hospitality, and plates were laid for all.

On arriving at the house, by some mistake they got the idea from Mr. Kelly that the stay was to be but for a moment and that the lunch would have to be dispensed with to save time. With this understanking they did not leave the carriages. Their presence in the house was missed, but as all of the host's time must be utilized in looking after the president and party inside word was not sent to them until too late, when they had driven away. Mayor Smith very much regretted the unfortunate incident, which might seem on the face of it, to the strangers of the party, a slight lack of due hospitality. The matter created some talk and was about the only unpleasant incident in connection with the president's entertainment.

WHAT THEY SAID OF IT.

The Verdict Is That the Demonstration Was a Success.

Gov. McGill—The president's reception in St. Paul was simply magnificent. He was especially pleased at the entire absence of anything like partisanship, and extremely gratified at the warmth and cordiality of his reception.

Gen. Brandt—The celebration was grand. I never saw anything like it, and I have seen many great parades and demonstrations, both in Europe and America.

Insurance Commissioner Shandrew—The whole affair was a success. I don t believe he has had such a reception before on his trip, and I don't think he will get any such on the balance of his trip.

E. S. Warner—It was certainly a great demostration. I don't see how a Democratic president could get up so much enthusiasm.

Deputy Auditor Kenyon—It was a great day for Grover and a greater day for St. Paul.

R. H. L. Jewett—Just about what might be expected of St. Paul when she lays herself out.

Col. Hans Mattson—It was a grand success, beautiful and splendid in every respect. I only regret, however, that the officers of the state government were not deemed worthy of being allowed to pay their respects, as such, to the president. Other bodies of which I was a member did so, and in this way I had the pleasure of meeting Mr. Cleveland. We enpected, at least, to be allowed the same privileges and extended the same courtesies as toboggan clubs, militia companies, etc. We are as loyal to the government as if the president were a Republican, and in any other country or state it would have been deemed a slight.

Deputy Insurance Commissioner Todd—It was the biggest and motllyest mob I ever saw, and I don't see where all the people came from.

Private Secretary Moore—St. Paul did herself proud yesterday. I was glad too that the Republicans of the city did their share in the reception.

Clerk of the Supreme Court Jones—I thought the parade and everything connected with it a grand success.

T. E. Norelius—Success was no name for the reception and parade. Everything was on a grand scale and passed off pleasantly.

E. D. Hawkins—The illuminations were very fine, especially those on the Globe building.

Ex-Railroad Commissioner Murdock—The demonstration was an elegant one. I don't believe any city the president will visit can outdo St. Paul.

Ex-Speaker W. R. Merriam—I say that the whole affair was nicely managed.

Fred Richter—I think the demonstration was a good one. He ought to be proud of the way he was received. There was no politics in it.

Marshal W. M. Campbell—Yes, the ovation was a great one. The city did well. I tell you it was a warm welcome, and when I looked over the multitudes that had gathered, and noticed how nicely Chief Clark handled the crowd, I could not help but admire the man for his coolness and good nature.

Stanford Newel—The president had an opportunity of finding out the hospitality of St. Paul and the Northwest.

Gov. Ramsey—It was a grand demonstration—a warm welcome due to the president of the nation.

Capt. H. A. Castle—The reception was all right, but nine out of every ten persons who passed by the president did not get a chance to see him.

GAMES OF CHANCE.

Scientific Rules for Winning and Losing With Dice and Coins.

Toledo Blade.

Many men have attempted to reduce betting on games of chance to some mathematical certainty, and many a man has studied out a "system" how to beat this or that game. The simplest games of chance are tossing coppers or throwing dice, the former being far the simpler of the two. In tossing a coin the chances are said to be even, for it will fall either heads up or tails up, there being but two chances. In betting that tails, for instance, would turn up, the better might lose once, twice, three or more times in succession, but gamesters believe that there is an infallible law governing the game, whereby if played all day the coin will fall heads up as often as tails. But of course, mathemeticians cannot assist you to determine after heads have turned once when it will turn again.

Some devotees have studied the thing out carefully and make the following unique computation in odd chances: The question is, How would you bet to win, betting that in every two throws heads will turn up both times? In two throws let H represent heads and T tails, one of the following combinations would occur: H and H, T and T, H and T or T and H. It is evident that the chance is one out of four that any one combination will appear, as there are four combinations, and one is as likely to appear as the other. You are betting on H and H, and will have to bet $1 to $3 in order to come out even, and $1 to $4 to win anything. That H, H, H will appear the chances are one out of eight, and H, H, H, H, one out of 16.

Throwing dice is more complicated. What are the chances in two throws that any face, for instance, the ace, will come up twice?

Counting up the possible combinations, 6, 1; 7, 2; 6, 3, etc.; then 5, 1; 5, 2; 5, 3, etc., you will find there are 36 cases, and in only one do you find both aces appearing; hence the chances are 1 in 36 and the odds 35 to 1.

It has also been computed what one's chance would be in throwing three dice to have one ace appear. In three throws the chances are 91 out of 216, and in four throws 671 out of 1296. The law does not say that if three dice be thrown 216 times an ace will appear in just 91 throws, but the longer you throw the more closely will the result approximate to 91 to every 216. If a mau bets you that an ace will apear every time you throw three dice it does not mean that you will win 125 out of 216, but the longer you play the closer your winning will be in the proportion given—125 to your opponent's 91.

There are nine combinations, and only one has three aces. It is certain that king, queen or ace will be drawn, i. e., 1-3x2-3—1, or certainly (1-3x2-3) (squared)—1-9x4 9x4-9. How is this to be interpreted? Thus: One-ninth shows the chance that any given card will be drawn twice in succession; 4-9 shows the chance that at least one of the two draws will be that given card (i. e., shown by the product of the 1-3 and 2-3), and 4-9 shows the chances that neither draw will contain that card (i. e., the product of 2-3 by itself). The rule of 1-2x2-3 will similarly show the chances of any card three times in succession, etc.

Of course, there are those who will argue that such mathematical accuracy in games of chance is nonsense, and that John Smith may throw 500 times before turning up an ace, while Sam Jones, with better "luck," will throw four aces the first of a long series of throws, and the other toward the last.

That there is something in these laws is proven by mathematicians who have given the matter much attention. They go to prove by higher mathematics that the chances are so and so. Take from a deck of cards a king, queen and ace and shuffle them. What chance of an ace on top? One in three, you answer. Then what chance of an ace twice in succession? This your mathematician proves as follows:

One writer in discussing the game of chance and its relation to mathematics says that it is not difficult to prove the following by mathematics: If one rules a floor with parallel and equidistant lines, and takes a uniform stick whose length equals the distance between any two lines, and tosses up the stick, the whole number of throws and the number of times it falls on or touches a line will be to each other as the circumference of a circle is to its diameter.

He claims that he once arranged these conditions, and keeping count on the results, tried it during his leisure hours till the total reached 17,800 throws, and the ratio was true to four decimal places and within one of the fifth. If the law of chance holds so true in so complex a case as this, how much more certainly is practice going to accord with theory in such a simple matter as throwing dice or drawing cards.

GARIBALDI'S LIFE.

The Unpublished Story as Told by Himself---His Old Home.

"The yet unpublished story of Garibaldi's life, as told by himself," says a writer who has seen the manuscript, "is a simple record of facts, having nothing in common with the general's crude attempts at novel-writing, or his declamations against priests and tyrants." The same writer says that "Garibaldi's bed room in his little house at Caprera is left just as when he died. Only his sword of 1860 hangs over it, while in what was once the dining room are carefully preserved all the commemorative offerings brought or sent during the last five years—a very hecatomb of crowns and garlands, wreaths of fresh flowers, bronze shields, curiously carved medallions, portraits of fallen braves, inscriptions innumerable. All round the house this summer time the garden is ablaze with flowers, the scarlet geraniums luxuriating in such immense masses that one might imagine an army of red shirts bivouacking there."

"Wants" the GLOBE still celebrates—Widest read at lowest rates.

BABY HUMORS

And All Skin and Scalp Diseases Speedily Cured by Cuticura.

Our little son will be four years of age on the 25th inst. In May, 1885, he was attacked with a very painful breaking out of the skin. We called in a physician, who treated him for about four weeks. The child received little or no good from the treatment, as the breaking out, supposed by the physician to be hives in an aggravated form, became larger in blotches, and more and more distressing. We were frequently obliged to get up in the night and rub him with soda in water, strong liniments, etc. Finally, we called other physicians, until no less than six had attempted to cure him, all alike failing, and the child steadily getting worse and worse, until about the 20th of July, when we began to give him CUTICURA RESOLVENT internally and the CUTICURA and CUTICURA SOAP externally, and by the last of August he was so nearly well that we gave him only one dose of the RESOLVENT aboute very second day for about ten days longer, and he has never been troubled since with the horrible malady. In all we used less than one-half of a bottle of CUTICURA RESOLVENT, a little less than one box of CUTICURA, and only one cake of CUTICURA SOAP.

H. E. RYAN, Cayuga, Livingston Co., Ill.
Subscribed and sworn to before me this 4th day of January, 1887. C. N. COE, J. P.

SCROFULOUS HUMORS.

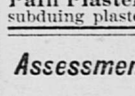
Last spring I was very sick, being covered with some kind of scrofula. The doctors could not help me. I was advised to try the CUTICURA RESOLVENT. I did so, and in a day I grew better and better, until I am as well as ever. I thank you for it very much, and would like to have it told to the public.
EDW. HOFMANN, North Attleboro, Mass.

CUTICURA, the great skin cure, and CUTICURA SOAP prepared from it, externally, and CUTICURA RESOLVENT, the new blood purifier, internally, are a positive cure for every form of skin and blood disease from pimples to scrofula.

Sold everywhere. Price, CUTICURA, 50c.; SOAP, 25c.; RESOLVENT, $1. Prepared by the POTTER DRUG AND CHEMICAL CO., Boston, Mass.

Send for "How to Cure Skin Diseases," 64 pages, 50 illustrations, and 100 testimonials.

BABY'S Skin and Scalp preserved and beautified by CUTICURA MEDICATED SOAP.



PAINS AND WEAKNESS Of females instantly relieved by that new, elegant and infallible Antidote to Pain, Inflamation and weakness, the Cuticura Anti-Pain Plaster. The first and only pain-subduing plaster. 25 cents.

Assessment For Slopes on Magnolia Street.

OFFICE BOARD OF PUBLIC WORKS, CITY OF ST. PAUL, Minn., Oct. 11, 1887.

Notice is hereby given that the assessment of benefits, damages, costs and expenses arising from condemning and taking an easement on the land adjoining and on the line of Magnolia street, from Earl street to Mississippi street, for making and maintaining slopes one and one-half (1½) feet on said land for every foot cut or filled necessary for the grading of Magnolia street, from Earl street to Mississippi street, in the City of St. Paul, Minn., has been completed and entered of record by the Board of Public Works in and for said city, and that said assessment was confirmed by said Board on the 3d day of October, A. D. 1887.

R. L. GORMAN, President.
Official: W. F. ERWIN,
285 Clerk Board of Public Works.

Assessment for Slopes on Dale Street.

OFFICE BOARD OF PUBLIC WORKS, CITY OF ST. PAUL, Minn., Oct. 11, 1887.

Notice is hereby given that the assessment of benefits, damages, costs and expenses arising from condemning and taking an easement on the land adjoining and on the line of Dale street, from Marshall avenue to Maryland street, for making and maintaining slopes one and one-half (1½) feet on said land for every foot cut or filled necessary for the grading of Dale street, from Marshall avenue to Maryland street, in the city of St. Paul, Minnesota, has been completed and entered of record by the Board of Public Works in and for said city, and that said assessment was confirmed by said Board on the 19th day of September, A. D. 1887.

R. L. GORMAN, President.
Official: W. F. ERWIN,
285 Clerk Board of Public Works.

Patent Laws--Jas. F. Williamson, Room, 15, Collom Block, Minneapolis. Solicitor of Patents, Counsellor in Patent cases. Two years an Examiner in U. S. Patent Office