A RAIL SENSATION.

Suspicions of a General Shaking Up in the Northern Pacific.

The Resignation of Mr. Odell the Beginning of the End.

The Brotherhood of Locomotive Engineers Now Meeting at Chicago.

A Statement Regarding the Big Suit Against Gould and Sage.

Mr. Odell's resignation from the Northern Pacific management, and acceptance of a position with the Huntington system, has given rise to a great deal of gossip in railroad circles. There seems to be a pretty well defined impression among railroad men that Odell's resignation was only a prelude to a general change in the Northern Pacific management, and it is broadly asserted that by the last of January he will be followed by the whole staff. The reasons for these sudden changes are also the subject of gossip, and various rumors are afloat as to the prospective status and management of the Northern Pacific. It is asserted that Messrs. Oakes and Odell went to New York several weeks ago for the purpose of raising money to bridge over a temporary difficulty in meeting the current expenses of the road and it is further alleged they received no encouragement in this effort from those from whom they had a right to expect it. The result was they came to the conclusion that there was a change contemplated in the management of the road by which they and all the present incumbents would be left out, and accordingly began to look around for soft places to fall. As is already known, Mr. Odell stepped into a good place in the management of the Chesapeake & Ohio road, and it is said that Mr. Oakes has the choice of two good positions on other roads, one of which he will probably accept.

WHAT IT MEANS.

"I think that I can see to the bottom of this Northern Pacific business," was the remark of a prominent gentleman who is in a position to know something of the inside history of railroad manipulations. "The much-talked-of accession of Villard to supremacy in the road is a blind. It is true that Villard is conspicuous but he is only a figurehead. The talk about his control of a vast amount of German capital is all bosh, in my opinion. He is simply there as the agent of the Standard Oil company, which, if not already in possession of the Northern Pacific, will soon be its owners. Of course this opinion is based largely on circumstantial evidence, but you will admit, after I have shown you the links, that it makes a well-connected chain. To go back to the beginning you will remember that John D. Rockerfeller was a prominent figure in the syndicate which recently bought the Baltimore & Ohio from the Garretts. Mr. Rockerfeller is president of the Standard Oil company, as you know. His company controls the Wisconsin Central. It is also the owner of large iron interests in the Northwest. Now, if the Standard Oil company owns a railroad line running from the Atlantic seaboard by way of Chicago to St. Paul, it is the most natural thing in the world that it should want to extend its road to the Pacific coast thus giving it a great transcontinental line. The Northern Pacific is just what it wants, and in my opinion it is just what it is going to have, if it hasn't already got it. I am more mistaken than I have ever been in my life if the beginning of the new year does not find the Wisconsin Central the connecting link between the Baltimore & Ohio and the Northern Pacific and the whole under the management of the most powerful corporation in the world."

THE ENGINEERS.

They Meet at Chicago---Chief Arthur's Address.

CHICAGO, Oct. 19.—The twenty-fourth annual international convention of the Brotherhood of Locomotive Engineers opened in the Central hall at 1:30 this afternoon, with delegates present from all parts of the Union. Mayor Roche welcomed the delegates in a short address. Speeches were also made by Gov. Oglesby and others. The chief feature of the afternoon exercises was the annual address of the grand chief engineer, P. M. Arthur, who spoke as follows:

Mr. Chairman, Ladies and Gentlemen: After a lapse of nineteen years, agreeably to the expressed will of our organization, the brotherhood of locomotive engineers is again permitted to greet the good people of the great city of the lakes. Perhaps to some our coming in convention to your city will be only a grand meeting of another army of fanatic laborers, but we believe to most people, and certainly to the reading public, we are known as an organization of honest men, having honest intentions, which we ever have and shall ever execute in a straightforward, honest manner. We are enemies only to wrong in its various devices and garbs, and can assuredly say that political schemes and aspirations have no place nor part in our association. A mighty army of men, representing 365 divisions, has gathered about a nucleus of twelve men, who twenty-four years ago assembled in the city of Detroit and started an organization destined to be more than they then knew or dreamed. To-day we number 25,000 men, and while our numbers are great we would not have you consider only the quantity, but quality as well. To be a brotherhood man four things are requisite, namely, sobriety, truth, justice and morality. This is our motto, and upon this precept have we based our practice. Last year in convention we deemed it best to slightly change our plan of insurance so as to bring it within the reach of all. We now claim to have at once the cheapest and the best—the most satisfactory insurance company in existence.

WE HAVE PAID OUT

during the fiscal year just closed to widows and orphans $259,900, making a total of $2,244,669.61 that we have paid since the association was established in December, 1887. At the close of the last fiscal year we had 24,444 members; died during the year, 77; disabled, 11; forfeited, 183, and had on Sept. 1, 26,287, showing a net gain of 1,843. Our Journal's circulation has now reached 22,000, from which we derive a revenue of $8,922.84 per year. During the year your chief executive has traveled over 50,000 miles of territory, adjusting grievances and attending union meetings. Taking all things into consideration, our relations, both to ourselves and with various railroads, employing brotherhood men, are amicable. When we consider the dissatisfaction which is everywhere manifest about us, almost can we feel it in the air which surrounds us, our new troubles pale into insignificance. The spirit of discontent walks unchallenged from ocean to ocean across our broad continent, whispering greedily into the ears of men, "More, more." And so the cry is taken up and repeated until it becomes a roar. It is a short stride from the word to the deed, and every day in our papers we read the result of this discontent. Labor of all kinds, from the most menial to the most skilled, with that cry still ringing in their ears while their judgment sleeps, has risen up and refused to work, preferring no pay to little pay. And with what result? Defeat, disaster and despair. There have been times and incidents when the "strike" was the only court of appeal for the workingman, and the evil lay in the abuse of them and not in the use of them. The methods used to bring about a successful termination of strikes, the abuse of property and even of persons, has brought the very name into disrepute, while the troubles of the laboring men are rapidly receiving more cant, and sympathy for them is dying out. More and more clearly defined is the line becoming which divides the honest man, satisfied with

A JUST REMUNERATION

which he has truly earned, until by his own efforts he can rise to a higher position in life, and the loud voiced bomb thrower, who, scarcely able to speak the English language, seeks to win his own comfortable living from those who have worked for it, presuming upon the imagination and arousing false hopes in the hearts of those who are still more ignorant than himself. Among sensible men, the day for all this is past. Let 'mercy season justice' and justice be tempered with moderation. A wise arbitration looks to a long result rather than to immediate satisfaction, and accomplishes more than intimidations ever can hope to do. Our first father earned his bread by the sweat of his brow, and from that ancient time to this enlightened age there has been discovered no honest way other than this. It is not my intention to impose upon this convention any dogma upon the drink question. But I cannot refrain in honesty to my own convictions from deploring the sad havoc that intemperance is making in the ranks of our fellow men. So great is this evil that no man or woman who is striving to improve their fellows can help taking it into account. It is, indeed, an important factor for evil in our midst. Not only from the physical and moral standpoint is it working mischief, but from the standpoint of labor. The man who has so little self-control that he cannot resist the temptation to degrade himself is always in danger of bringing disgrace upon his brethren. He has lost his self-respect, and, to some extent, his independence, thus making an easier victim to the greed of a selfish employer. I would, therefore, urge upon you the necessity of abstaining from everything that will in the slightest degree impair your usefulness as citizens or your efficiency as locomotive engineers. Be frugal and industrious, practice economy, save your earnings, make the best use you possibly can of your time and talents. I wish to publicly thank the various divisions for their many acts of courtesy, and extend the same to my associates in office, who labor diligently to aid me at all times in the various departments of our official business. I congratulate you upon the success of the past year, and would admonish you to be ever on the alert for the best interests of the cause which you have espoused."

After to-day the meetings will be in secret, and the rest of the time will be devoted to a general and free discussion of all questions pertaining to the interests and welfare of the order.

EVADING THE LAW.

A Correspondent Discourses on "Freight Bureaus" and "Passenger Associations."

To the Editor of the Globe.

The Minnesota & Northwestern Railroad company can make its own reply to the communication of "Business" in this morning's Press. The letter is evidently from the hand of some one very close to the manager of one of the Chicago trunk lines. The fashion which is so rapidly coming to the front with so many corporate and other organizations of consolidationg their interests in "trusts" is adopted by our Western railroads and styled a "freight bureau" or "passenger association," in which the tariffs are made by one officer appointed for that purpose. By this artifice the necessity for the pool is obviated and the letter of the national railroad law is not violated. The competition which the public should enjoy at the same time vanishes, and the railroad system of a vast section of our country passes virtually into the hands of one management. The first result of this arrangement the shippers of St. Paul and Minneapolis discovered in the rates put in force in the spring, which were 50 per cent. higher than ever before prevailed at that season of the year. Of course the merchants collected this heavy freight charge from their customers in the country, who in turn collected it from the producers and consumers, who in the end must foot all the bills. The Minnesota & Northwestern at the completion of their independent Chicago line refused longer to have its tariffs made by an officer not a member of its company and then gave notice of its refusal to unite in the rates of the "freight bureau," proposing to put in its own rates, which its management believed fair to its patrons and sufficient for the demands of its expenses and fixed charges. It is doubtless true that no "combined" action or agreement to "boycott" the Minnesota & Northwestern has been made among the other lines, but action by all the lines, whether combined or individual, in establishing one of the most effective "boycotts," is without a doubt in full force and it is not material by just what agency it is worked. The transportation of freight, like the selling of goods, is purely a matter of business in which friendship or sentiment plays no part. So long as the shippers of the Northwest believe their business interests will be promoted by assisting the Minnesota & Northwestern railroad in maintaining its independence, just that long will it receive their favors. If the punishment of the "boycott" continues, it may provoke a weight of resentment which shall bear with an unknown severity on the warring lines.

ANTI-BOYCOTT.

A BROAD DENIAL.

President Harris, of the Northern Pacific, Gives His Views.

Referring to the dispatch recently sent out from St. Paul in regard to a plan being on foot to consolidate the Northern Pacific and the Wisconsin Central, President Harris says:

So far as I am concerned, I was elected one of the thirteen directors of the road at the recent annual meeting, and I propose to serve out my term. The directors made me president, but of course I would resign promptly if the board wished to put another man in my place. There is no movement in this direction so far as I have been informed. The reported consolidation with the Wisconsin Central is absolutely without foundation. We are on good terms, but there is no reason why the Northern Pacific should buy or lease any railroad to Chicago when we have a terminus at the head of Lake Superior. You can laugh, if you please, about the capital of the "unsalted sea," but it is certain that heavy freight by the northern lines will reach the lakes at the nearest point, and that a large city will grow up at the head of Lake Superior. Our relations with the Wisconsin Central are of the most friendly character, but we are on equally good terms with the other Chicago roads.

The Suit Against Gould.

NEW YORK, Oct. 19.—Concerning the $6,000,000 suit against Jay Gould, his attorney, Judge Dillon, said to a reporter to-day:

There is nothing new in this whole matter; and every fact on which this action is brought has been known for years. The railway company and Mr. Gould and Mr. Sage, the trustees, believe that what was done was not only in accordance with the law, but in good faith and for the best interests of the company and of the bondholders, and the event has so proved. In fact the security of the Kansas Pacific bonds were greatly strengthened and increased by what was done. So far as Mr. Gould was concerned, he owned personally $1,000,000 of Denver Pacific stock in his own right, which he turned into the consolidation at 10 cents on the dollar. This suit is brought upon the idea that as trustee he must account on the basis that the Denver Pacific stock was worth par, when he actually sold his own stock for 10 per cent. on the dollar.

What is Fame?

To be killed in battle and gazetted by the wrong name has always been regarded as rough treatment. What shall one think therefore of Mr. Odell, who resigns his position on the Northern Pacific and is recorded as follows:

Chicago Times: Mr. O'Neil's successor as assistant general manager of the eastern divisions of the Northern Pacific is Samuel R. Ainslie.

Chicago Tribune: Mr. O'Dell's successor as Assistant General Manager of the Eastern Division of the Northern Pacific is Samuel R. Ainslie.

The Pittsburg & Lake Erie Case.

PITTSBURG, Pa., Oct. 19.—Hon. Charles L. Fetterman, master in the case of Cornelius Vanderbilt against the Pittsburg & Lake Erie Railroad company, to-day decided that the trust deed was invalid. Knox & Reed, counsel for Vanderbilt, claimed that the trust deed was merely a proxy, revokable at will, and against public policy. The master sustained all these points. The decision gives the Vanderbilts control of the road and takes it out of the hands of the trustees.

New Railroad Bridge.

Special to the Globe.

NEILLSVILLE, Wis., Oct. 19.—Fifty stone cutters and laborers arrived this morning to take charge of the work on the new $75,000 iron bridge being built by the Omaha company over Black river at this place, and will push the same. A magnificent depot has been completed and a round house is in course of erection.

Mileage Tickets.

CHICAGO, Oct. 19.—At a meeting of the managers of the lines of the Western States Passenger association to-day all lines of the association were authorized to supplement the present form of mileage tickets, which are issued at 2½ cents per mile, with an additional mileage ticket good for 2,000 miles at 2 cents per mile, limited to one year from the date of sale.

Chips from the Ties.

The Fargo Argus says that cattle trains, almost without number, are passing over the Northern Pacific through the city, bound eastward just now. There is nearly a continuous line of cars in motion for the eastern market, but notwithstanding the rush stockmen are enthusiastic over the manner in which their cattle are cared for. At this division terminal point, cattle pass from the Dakota division to the Minnesota division.

The contractors report the completion of 1,400 feet of the Minnesota & Northwestern railroad tunnel in the town of Rice, in Jo Davies county. It is now thought that this important piece of engineering will be finished and ready for use by January 10 next.

J. G. Cauley has been appointed traveling freight agent of the Milwaukee & St. Paul vice J. M. Davis, promoted, in the territory covered by the LaCrosse (except Madison & Portage and Sun Prairie branches) Northern and Wisconsin Valley divisions.

J. B. Cavanaugh, general agent of the Wisconsin Central lines in Chicago, has been appointed assistant general freight agent for those lines, with headquarters at Milwaukee, vice B. E. Hand, resigned.

The Wisconsin Central train was two hours late yesterday morning, owing to a breaking down of a car in a freight train ahead of the passenger train.

Assistant General Freight Agent B. E. Hand, of the Wisconsin Central, has tendered his resignation, which will take effect Nov. 1.

Alex. Mitchell has been appointed commercial agent of the Milwaukee & St. Paul, with headquarters at Salt Lake City.

A LUMBER CRASH.

A Chicago Failure Which is Causing Much Comment.

CHICAGO, Oct. 19.—The assignment of Charles M. Charnley, the well known lumber merchant, and the confession of judgments by Thomas Lovdall for over $100,000, were the sole topic of discussion in the lumber circles yesterday. It was stated and believed that Charles M. Charnley and Thomas Lovdall were the members of the firm of Charnley & Lovdall, but this proves to be incorrect. The firm was composed, up to about a year ago, of Walter H. Charnley and Thomas Lovdall. At that time Walter H. Charnley (who is a young brother of Charles M.) retired, but the firm name still remained the same. When Walter H. retired from the firm it was insolvent, and had been so for a considerable period. The elder brother, Charles M., who was and is president of the Sturgeon Bay Lumber company, was fully aware of the fact and at once became the financial manager of Charnley & Lovdall, without becoming an actual partner in the concern. This he did for two reasons—to attempt to put the insolvent firm on a solid basis for the benefit of the Sturgeon Bay Lumber company, which was its largest creditor, and to save the honor of the Charnley name and business reputation by preventing the failure of a member of the family. Charles M. Charnley entered into his task with zest and supported the sinking firm with all his private resources and those of the Sturgeon Bay Lumber company. He failed in his purpose, however, as his assignment and that of Charnley and Lovdall demonstrate. He also pulled down the company of which he was president, which made an assignment yesterday to William P. McLaren, of Milwaukee. The creditors of both firms include a large number of bankers and note brokers, with whom have been negotiated the paper of the duplicate concern. These amounting in all to over $112,000, entered judgment Monday against Lovdall, and yesterday's additional confessions of judgment were filed in favor of James H. Swan, $20,000, and Buckford, Knox & Co., $11,810. Late yesterday afternoon L. A. Carton and other creditors of Thomas Lovdall filed a bill for the appointment of a receiver. They say that their claims aggregate about $81,000, and that he has book accounts and other assets which cannot be reached under execution. A stipulation was filed by which George H. Benton was elected a receiver. The liabilities of Charnley & Lovdall are between $180,000 and $190,000 with estimated assets of $120,000. The liabilities of the Sturgeon Bay Lumber company are large, but cannot be definitely stated until the note transactions between them and Charnley & Lovdall are adjusted. It is stated by one of the lawyers in the case that it is difficult to see how more than 40 or 50 cents on the dollar can be paid to their creditors.

MARINE.

PORT OF WASHBURN.

Special to the Globe.

WASHBURN, Wis., Oct. 19.—The propeller Japan arrived from Buffalo with merchandise and cleared for Duluth. The City of Duluth cleared for Chicago with 500,000 feet of lumber. There was a strong northwest wind all day.

AT THE SOO.

SAULT STE. MARIE, Mich., Oct. 19.—Passed up—Badger State, 6 p. m.; D. C. Whitney, Ashland, 7:45 p. m.; Will Moore 11:10 a. m.; J. H. Farwell, J. H. Rutter, 11 p. m.; Starrnecs 5 p. m. Down—C. Tower Jr., 5:50 a. m.; Kasota, G. W. Adams, 12:30 p. m.; Smith Moore, 4:40 p. m. Wind northwest, fresh.

Oct. 19.—Passed up—Huron City, 6:40 p. m.; T. S. Christie, H. A. Kent, 11:15 a. m.; R. J. Hackett, S. E. Peck, Alma Monroe, 1:45 p. m.; Alpena, Banner, Winona, Dan Rogers, 2:50 p. m.; Down: Empire State, 7:50 p. m.; Forest City, H. H. Brown, 12 p. m.; Windslow, 1:40 a. m.; Iron Duke, 4:45 a. m.; Iron Cliff, 4:45 a. m.; Jay Gould, Missoula, 5:33 a. m.; C. H. Green, Rosa Sonsmith, M. C. Bell, 7:10 a. m.; C. J. Sheffield, V. H. Ketcham, 8:05 a. m.; Ira H. Owen, 9 a. m.; R. R. Rhodes, Idaho, 9:40 a. m.; Minneapolis, William McGregor, 11:55 a. m.; Columbia, Comrade, Schoolcraft, 1:45 p. m.; Robert Holland, S. M. Stephenson, Fannie Nell, Wocken, 3:50 p. m.: Gettysburg, 5:25 p. m. Wind northwest, light and clear.

PORT OF DULUTH.

Special to the Globe.

DULUTH, Minn., Oct. 19.—Arrived—Propeller Compana, from Collingwood with passengers and sundries; Propeller Kate Batteroni, from Cleveland, with coal: Schooner Galatea, from Cleveland, with oil; Record, from South Shore, towing log raft. Departed—Propellers Simon Lorgell, Vanderbilt, Dean Richmond, and Schooners Middlesex and F. M. Knapp, to Buffalo, with wheat; Propeller Japan to Buffalo, with sundries and passengers; Propeller Nettie M. Forbes and Schooner Mabel Wilson to Two Harbors, light for ore. Rates firm at 7½c to Buffalo. No charters.

PORT OF ASHLAND.

Special to the Globe.

ASHLAND, Wis., Oct. 19.—Arrived: Swain, Helvetia, coal; Lorain Hurd, Chicago; Japan, Buffalo. Cleared: Japan, Duluth; Walla, Cormorant, Macy, Anoka, ore, Lake Erie ports. Very windy.

STEAMSHIP ARRIVALS.

New York—Nevada, from Glasgow, and Rhynland, from Antwerp.

Plymouth—Nederland, from Philadelphia for Antwerp.

Queenstown—Caspian, from Baltimore, and Arizona, from New York.

Boston—Kansas, from Liverpool.

Philadelphia—Switzerland, from Antwerp.

Philadelphia—Hibernian from Glasgow.

Operators Bounced.

NEW YORK, Oct. 19.—The Times states that the Western Union Telegraph company yesterday notified over 2,000 employes of the Baltimore & Ohio Telegraph company that their services would not be required after Nov. 1. The old Baltimore & Ohio rate of 15 cents for ten words from New York to Chicago was raised to 50 cents.

Dr. Norvin Green said: "The Western Union rates have not been advanced, but on the contrary we have today been considering some sweeping reductions which it is proposed to make. Our rate to Chicago has always been fifty cents. There is not a word of truth in the statement of 2,000 Baltimore & Ohio employes being thrown out of employment. There will not be five per cent. of them thrown out of employment. I don't suppose we shall relieve a single operator except for cause.'

Abandoned the Knights.

CHICAGO, Oct. 16.—The local assembly of steam engineers has withdrawn from the Knights of Labor and formed an independent order of its own. They have completed the new organization under the name of the American Order of Steam Engineers. They believe they will derive more benefit from an independent association than they ever could from their connection with the Knights of Labor. Efforts will be made to extend the order throughout the United States and ultimately form a national organization. It is believed that the steam engineers everywhere will join the movement without much urging.

HOME AGAIN.

Dr. R. C. Flower's Return From Paris ---A Magnificent Health Institute in Contemplation.

A Pleasant Chat With the Well-Known Commonwealth Avenue Physician.

But few men are so well known as Dr. R. C. Flower, of this city, not only in New England, but throughout the great West and South. From ocean to ocean, Manitoba to the Rio Grande, he has occasionally made his professional trips, and wherever he has been great numbers have visited him, and frequently many more than could possibly consult with him. The writer happened to be in Washington during one of Dr. Flower's professional visits to the capital. His spacious parlors at the Riggs House were crowded, and, after three days consulting with patients from 6 in the morning until midnight, I am sure on the night of the third day, as he started for the South, there were at least 150 people waiting for an interview. Dr. Flower's practice has so increased of late years, until it has become greater than he can manage to his satisfaction. In talking to the doctor a few weeks ago I asked him how it was that he had pretty nearly stopped making professional visits through the West and South. "I have a good reason," he replied; "I have more patients than I can attend to in my present situation. When I say more than I can attend to, I mean that I am constantly having patients that I cannot treat and cure to my satisfaction unless I have them under my immediate care. While I do cure many every year, and numbers of them supposed incurables and given up by the best physicians of our country, still there are a large number, and many cases of vital importance, which I cannot successfully treat and cure, living as they do all over the country and I in Boston. Then again, there are patients who are only partially cured, which, if I could have them under my immediate care for a few weeks, could be radically cured. To remedy this evil I must either abandon my practice or have a sanitarium (a large health institution). The former would be difficult to do except through neglect, which I could not think of. The latter I am thinking seriously of. But a sanitarium after my idea means a great deal. It means a home for my patients, where they can have every kind of treatment known to earth. It means an extensive home, radiant with smiles and sunshine, the atmosphere of which is cure itself. A home of pictures, music and birds, where the mind is fed while the body is being treated, where every care and attention is given, so that the very air breathed is that of gentleness and love." "Then why don't you build such an institution?" I asked. "I have several plans drawn," was his reply, "but I have not yet seen anything that suits me. I am going to Europe for a few weeks, and during my stay there I shall carefully examine some of the great sanitariums and health resorts, and on my return I shall probably establish just an institution as I have described, unless I decide to move my practive to Paris; in that event I shall establish such an institution there." What are the chances of your moving to Paris? I asked. "It is possible, but I do not think it probable that I will. I don't think an inducement can be made strong enough to take me from my country, but of this I cannot speak positively until I have been to the other side of the water."

Dr. Flower has returned home, and from an interview with him last evening I learned that while he was charmed with Paris and pleased with the offer to locate him there, he thinks that America is good enough for him, and as evidence of it has decided to establish a large sanitarium in the city of Boston, which will be immediately under his personal care. "So, doctor," I said, "you have decided to establish your health institute in the Hub?" "I think Boston will be the place." "Had you thought of any other location for your health home?" "Yes, Cleveland, O., would be an excellent location. But Denver, Col., would be my choice if it was nearer the center of population. Nashville, Tenn., would be an excellent location. But, everything considered, I think Boston presents more favorable reasons for its location here." "Will your institute be in the city?" "Yes, very near the center of the city. I do not believe in putting sick people in an out-of-the-way place. Whatever the beauty of the place may be, or thorough the treatment, a health institute, in my idea, should be large enough and so situated as to command all the quiet needed, but at the same time it should be in the midst of life; sick people need around them life, sunshine and smiling faces, as well as kind hearts, and outside they need the magnetism of a throbbing, living world. The minds of many in the restoration of health need excitement, as the minds of others need perfect rest."

"Will you give me an idea of your institute?" "It will contain a bath establishment which will include every kind of a bath, Russian, Turkish, Persian, thermal, electro-thermal, magnetic, shower, needle, spray, douche, plunge, sun bath and earth baths; electricity in every manner; massage and magnetic treatments by the most skilled manipulators. Besides myself and my present assistant I shall have the best physicians that can be procured, so that every disease for which there is a cure can be successfully treated. I am determined to make this institution as perfect as possible, and cure every disease that has a cure known to man. The house must have perfect ventilation and the parlors and reception rooms as inviting and beautiful as it is possible to make them. I want my patients to be cheerful, happy and contented, and they must feel at home. The dining-rooms and kitchen will be on the top floor of the building, also billiard rooms, gymnasium and other rooms for exercise and amusement. With the elevators, this will not prove inconvenient and will relieve the house of odor from cooking. The parlors, music rooms and drawing rooms will be on the first floor. The chambers will be furnished with all modern conveniences and improvements, and the house well supplied with nurses and attendants. A livery will be connected, so that buggy, carriage, sleigh and horse-back riding will be possible at any moment. A great many additions to what I have outlined will be added, and one thing is certain, there is nothing that can add to the treatment and cure of the sick that will not be put in, so as to make it a perfect home of health."

"Do you expect, doctor, to bring your patients generally to the institute?" "No, indeed. Not one in fifty will most likely come. Only those whom I cannot successfully treat at their homes." "Your practice, I believe, extends pretty generally over the country, does it not?" "Yes, sir; my patients are to be found in all parts of the world. "You make professional trips occasionally through the West and South?" "Yes, sir." "How do you like the people of the West? "Very much indeed; they are the best people in the world; big-hearted, big-souled and generally good." "But, doctor, they are not as advanced intellectually as our people of the East?" "Well, in some respects, no. Though the West is far ahead of what people in the East generally think, and will soon be the equal if not the superior of the East." Such was the brief outline given by Dr. Flower himself, of what promises to be a great health resort. Considering Dr. Flower's extensive practice and acquaintance, it should not take much of a prophet to predict that to this health home the sick will come from all over the world by hundreds and that they will find the health they are seeking and in many cases could not be found elsewhere. I understand that an extensive illustrated pamphlet of this sanitarium will be ready in a few weeks and may be had on application by mail by addressing Dr. R. C. Flower, Boston, Mass.—Boston Post.

Now That the Exposition

And the president's reception is past, young ladies and gentlemen should turn their attention to the superior facilities offered by the Curtiss Business college for acquiring a thorough and practical knowledge of business branches, including shorthand and typewriting.

This school guarantees the best instruction at the lowest rates.

Day and evening sessions.

Call at corner Wabasha and Third streets, St. Paul, and Nicollet avenue and Fifth street, Minneapolis.

Eighteen-Carat Gold

Wedding rings. For largest stock, all weights and sizes, go to E. Geist, 85 East Third.

Constitutional Catarrh.

No single disease has entailed more suffering or hastened the breaking up of the constitution than Catarrh. The sense of smell, of taste, of sight, of hearing, the human voice, the mind—one or more, and sometimes all, yield to its destructive influence. The poison it distributes throughout the system attacks every vital force, and breaks up the most robust of constitutions. Ignored, because but little understood, by most physicians, impotently assailed by quacks and charlatans, those suffering from it have little hope to be relieved of it this side of the grave. It is time, then, that the popular treatment of this terrible disease by remedies within the reach of all passed into hands at once competent and trustworthy. The new and hitherto untried method adopted by Dr. Sanford in the preparation of his RADICAL CURE has won the hearty approval of thousands. It is instantaneous in affording relief in all head colds, sneezing, snuffling and obstructed breathing, and rapidly removes the most oppressive symptoms, clearing the head, sweetening the breath, restoring the senses of smell, taste and hearing, and neutralizing the constitutional tendency of the disease towards the lungs, liver and kidneys.

SANFORD'S RADICAL CURE consists of one bottle of the RADICAL CURE, one box of CATARRHAL SOLVENT, and IMPROVED INHALER; price, $1.

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NO RHEUMATIZ ABOUT ME! in one minute the Cuticura Anti-Pain Plaster relieves Rheumatic, Sciatic, sudden, sharp and nervous Pains, Strains and Weaknesses. The first and only pain-killing Plaster. A new and infallible antidote to pain, inflammation and weakness. Utterly unlike and vastly superior to all other plasters. At all druggists, 25 cents; five for $1; or, postage free, of POTTER DRUG & CHEMICAL CO., Boston, Mass.

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Syndicate Block, Minneapolis.

The city holding a jubilee on account of the Great Closing Sale of Dry Goods. Our store packed every day with happy faces. No wonder! The prices we're giving goods away at would make a Shylock groan, but as we are positively going out of the jobbing business, we make prices with a smiling face and pocket the loss. To-day we open the last case of 6-4 Mixed Flannel Dress Goods. Our closing price, 42 cents. The chances are they will never be seen again at any such price.

The Sebastopol Cloth in all colors, 40-inch wide, at 81 cents was a revelation to many of you; our closing prices mean business. Don't expect to get any next week.

Look over the CLOSING PRICES on this list:

Our entire stock of Prints, at 5c per yd.
40c Shirting Flannels, for 29c per yard.
40c Linen Damask, for 25c per yard.
8c All Lin n Crash, for 5c per yard.
$1.25 Silk Dress Plush, for $1.05 per yd.
$1.25 Blk. Satin Rhadame, for $1.05.
15c & 25c Dress Buttons, for 3c per doz.
All Silk Ribbons cheaper than cotton tape.
Ladies' and Gents' All Wool Scarlet Underwear, for 67c, other houses ask $1.

We've got what we advertise, at the prices we quote you. We don't believe in any of this humbug, throwing out one or two pieces as a bait and getting full price on the balance. We'll do business square or quit. Hundreds of bargains in the store not on this list. Everybody come to the great closing sale.

Barnes, Hengerer, Demond & Co.,

THE DAKOTA EDITION

OF THE

GLOBE

Will Be Sent to Any Address

For $2 Per Year!

Postage Prepaid.

This is a large and handsome issue of 12 pages of news and general miscellany, two full pages being devoted to territorial affairs. Subscribe for a copy for a year yourself and send another copy to your friend. The Dakota Edition is printed every Saturday.

ALLEN'S ULCERINE SALVE

A positive cure for Old Ulcers and Sores of every name and description, no matter how many years standing. This is the heavy artillery of salves for Sores of long standing. Cures, also, Chilblains, Burns, Cuts, Felons, Scalds, Frost Bites, &c.

All genuine bears this signature. J. P. Allen

ST. PAUL, MINN. Druggist & Chemist

N. LEHNEN, Ph. D., Analytical and Technical Chemist; Office and Lab. No. 366 Jackson Street, St. Paul, Minn. Personal attention given to all kinds of Assaying, Analyzing and Testing. Chemistry applied to all arts and manufactures.

LETTING DOWN PRICES.

We Place on Sale This (Thursday) Morning, the following Lines of Goods bought at great reduction from early prices.

YOU GET THE BENEFIT!

300 Pieces Fine Crepe LIESSE RUCHINGS, in cream, white and black. All of the very finest grades; styles the newest. Selling price has been 75c, 50c, 40c, none less than 35 cents. — Choice all around: 100 styles to select from, *25c per yd.*

1,000 Pairs Ladies' Black Saxony HOSE, extra fine grade, full regular made; importer's price was $7.50 per dozen. — Selling at HALF A DOLLAR!

20 Pieces 54-inch fine French Plaid DRESS GOODS, in new and beautiful colorings and effects, never sold under one-fifty. — EVEN DOLLAR Is the price.

50 Pieces fine 54-inch MIXED FLANNEL SUITINGS, and 40 pieces 52-inch French SERGES, a regular 75 cent cloth, — Selling at 50 Cents per Yd!

10 Pieces Black RHADAMES; good sightly Goods, one dollar has been the price. — Now selling at 75 CENTS!

500 Children's NORMANDY CAPS, made from fine Imported Saxony, in all colors. Would be of good value at one dollar. — Now Selling at 39c EACH.

50 Pairs Genuine California White BED BLANKETS, fine Grecian borders. Selling price has been $6.50. — EVEN $5 Buys them now.

Continued sale of Fine Wool DRESS FABRICS in plain Plaids and Mixtures, at 63 cents, worth up to $1.25 per yard.

ALLEN AND CO

50 E. 3D ST.

ST. PAUL.

Mail Orders Receive all Benefits of Special Sale Prices.

OUR FACILITIES FOR DOING A FIRST-CLASS

INSTALLMENT

BUSINESS are largely increased in our new store, 339 and 341 East Seventh street. We have added Hat Trees, Bookcases, Sideboards and Desks to our old lines of general House Furnishing Goods, and invite a visit from all.

SMITH & FARWELL.

To Those Who Intend Building

A HOME!

We offer the opportunity of securing one or two Delightful Spots. A fine large lot on Ashland av., near street cars, for

$2,450,

Easy cash payment.

Two shady lots in St. Clair Street Addition,

$1,100

Each. Cheap enough to buy both of them.

Simply as an investment these would yield 33 to 50 per cent., and as residence sites they cannot be surpassed.

MONEY TO LOAN!

AT LOWEST RATES,

With LEAST EXPENSE, in ANY AMOUNT.

LUTHER & RUSSELL

Office, Jackson Street, above Fifth.

CONTRACT WORK.

Grading Gotzian Street.

OFFICE BOARD OF PUBLIC WORKS, CITY OF ST. PAUL, Minn., Oct. 12, 1887.

Sealed bids will be received by the Board of Public Works in and for the corporation of the city of St. Paul, Minnesota, at their office in said city, until 12 m. on the 24th day of October, A.D. 1887, for grading Gotzian street from Margaret street southerly to Conway street in said city, according to plans and specifications on file in the office of said Board.

A bond with at least two (2) sureties in a sum of at least twenty (20) per cent. of the gross amount bid must accompany each bid.

The said Board reserves the right to reject any and all bids.

R. L. GORMAN, President.

Official: W. F. ERWIN,

287-297 Clerk Board of Public Works.

FURS ON STORAGE

WITH US

Are now at Owner's risk, as our liability ceased October 1. Please call and get your goods.

RANSOM & HORTON,

99 and 101 E. Third St.

P. V. DWYER & BROS., Plumbers!

AND DEALERS IN

Fine Art Gas Fixtures

96 E. Third Street, St. Paul.

We carry a large stock of

Artistic Gas Fixtures and Modern Plumbing Material,

At our Branch Store, 16 Second avenue west, DULUTH, MINN.

DESIRABLE OFFICES!

IN THE

New Globe Building.

There are yet several extremely desirable offices for rent in the elegan new fire-proof GLOBE Building.

Also, one Large Room or Hall, 30x70 feet, suitable for clubs or societies.

Inquire at GLOBE counting room.

LEWIS BAKER

The Sunday Globe

ONLY $2.00 PER YEAR.

Postpaid to any address in the United States or Canada.

UNITED STATES MARSHAL'S NOTICE—Admiralty seizure. Whereas, A libel has been filed in the District Court of the United States of America on the 11th day of October, A. D., 1887, by Lawler & Durment, proctors, in behalf of Robert M. Roundy, against the Steamboat "Evansville," her engines, machinery, tackle, apparel and furniture, in a cause of action civil and maritime, and for cause of action more fully set forth in said libel now on file in said clerk's office of the United States District Court for the District of Minnesota, and praying the usual process and monition of the court, that all persons interested in said steamboat, her engines, tackle, apparel and furniture, may be cited to answer the premises and all due proceedings being had, that the same may be decreed to be sold, and the proceeds thereof distributed according to law:

Therefore, in pursuance of said monition under the seal of said court to me directed and delivered, I do hereby give notice generally to all persons having or pretending to have any right, title or interest therein, or knowing or having anything to say why the same should not be condemned and sold pursuant to the prayer in said libel, to appear before the said court to be held in and for said District of Minnesota, at St. Paul, in said district, on the first Monday of November, A. D. 1887, at 10 o'clock in the forenoon of the same day, if the same shall be ready of jurisdiction, otherwise on the next day of jurisdiction thereafter, then and there to interpose a claim for the same and make their allegations in that behalf.

W. M. CAMPBELL, U. S. Marshal.
Dated St. Paul, Minn., Oct. 13, 1887.
287-300

UNITED STATES MARSHAL'S NOTICE. Admiralty seizure.

Whereas a libel has been filed in the District court of the United States of America on the 11th day of October, A. D. 1887, by Fayette Marsh, proctor, in behalf of Bayd Doddridge against the steamboat "David Bronson," her engines, machinery, tackle, apparel and furniture, in a cause of action civil and maritime, and for cause more fully set forth in said libel now on file in said clerk's office of the United States District Court for the District of Minnesota, and praying the usual process and monition of the court, that all persons interested in said steamboat, her engines, tackle, apparel and furniture, may be cited to answer the premises and all due proceedings being had, that the same may be decreed to be sold, and the proceeds thereof distributed according to law;

Therefore, in pursuance of said monition under the seal of said court to me directed and delivered. I do hereby give notice generally unto all persons having or pretending to have any right, title or interest therein, or knowing or having anything to say why the same should not be condemned and sold pursuant to the prayer in said libel, to appear before the said court to be held in and for said District of Minnesota, at St. Paul, in said district, on the first Monday of November, A. D. 1887, at 10 o'clock in the forenoon of the same day, if the same shall